

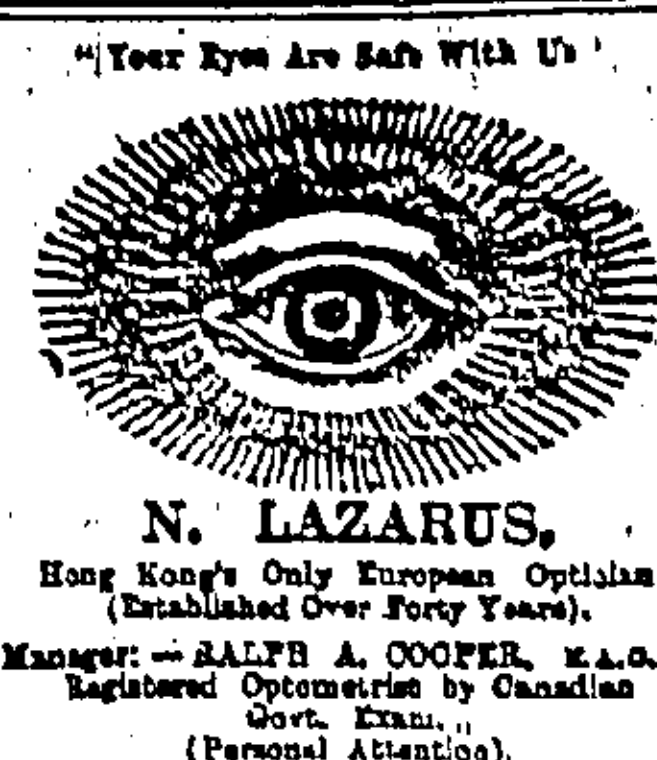
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UNEMPLOYMENT AND ITS CAUSES

VITAL ISSUES FOR DISCUSSION AT GENEVA.

IS CURRENCY STABILITY THE ONLY CURE?

RESULTS OF INTERNATIONAL RESEARCH.

On the very day of the British
General Election, the International
Labour Conference at Geneva was
to have considered a valuable
official report on unemployment.
This report was presented in pur-
suance of a decision of the govern-
ing body of February, 1928, and it
embodies the results of research
undertaken, by the International
Labour Office of the League of
Nations into the problem of unem-
ployment.

The report consists of three parts
dealing respectively with (a) Unem-
ployment and Monetary Fluctua-
tions, (b) Unemployment in the
Coal Mining and Textile Indus-
tries, and (c) Unemployment and
International Migration.

In the first section attention is
drawn to the unstable conditions of
employment, which, in most coun-
tries, follow from the alternate rise
and fall of the general price level.
Periods of falling prices are char-
acterized, in the great majority of
cases, by increased unemployment.

Stability in Currency.

The facts are examined for each
country in respect to price levels
and employment. Dealing with
Great Britain, the report proceeds:
"The fall in the general price level
that occurred in 1920 and 1921
marks the beginning of the exten-
sive unemployment with which
Great Britain has been afflicted
ever since. In 1922 prices con-
tinued to fall, although at a slack-
ened pace, but unemployment also
fell. As in Denmark, this circum-
stance is perhaps to be accounted
for by the exceptional extension of
unemployment in June, 1921, when
it was temporarily aggravated by
a general strike of miners. Hence
unemployment could not but de-
crease in 1922."

"From 1922 to 1926 the price
curve and the inverted unemploy-
ment curve follow parallel paths.
The dissimilarity shown in 1926-27
is partly explained by circum-
stances analogous to those of 1921
and 1922. In June, 1926, the
General Strike temporarily in-

creased the number of persons in-
voluntarily unemployed."

The real cure for unemployment
would appear to be stability in the
matter of currency. The Council
of the League has empowered the
future Committee of Experts to
investigate not only the causes of
fluctuations in the purchasing
power of gold, but also their effects
on the economic life of nations.

Coal Trade Agreements.

In the chapter dealing with coal
mining, the question is discussed
whether it would not be possible by
means of an understanding between
Europe and the United States for
the regulation, by common consent,
of their respective output of coal,
to "avoid fluctuations, and thus
secure greater stability of employ-
ment."

"If such an understanding is to
be achieved," the report states,
"agreement must first of all be re-
ached in Europe itself, at least
between the principal coal-produc-
ing countries." It is pointed out,
and the graphs illustrate the fact,
that Germany and the rest of
Europe began increasing their out-
put during the British coal strike
of 1921, and again during the coal
strike of 1926.

How this has been lost work for
the British miner is illustrated in
another table, which shows that the
number of days worked in the
British mines, in 1923, was
323,000,000, and in 1927, only
252,000,000. It is "admitted," of
course that the process of rationa-
lization has allowed a certain ex-
pansion in production without a
corresponding expansion in the
amount of labour employed.

Cotton Export Markets.

Dealing with cotton, the report
shows that in England since 1913,
there has been a considerable de-
cline in the relative importance of
the industry. Employment has not
diminished proportionately because
of the reduction of hours from 55
to 48. But the industry has de-
clined by 33 per cent. since 1913,
and there has been much unemploy-
ment and more short time.

In the woollen trade, it is the
continuous decline in the export of
the worsted tissues that has caused
the trouble, and this is due to the
comparative poverty of consumers
in Europe and India.

Perhaps cotton operatives in Lan-
cashire will be interested in the fol-
lowing extract from the "general
conclusions":—

"The risks involved in produc-
tion reach their maximum when the
industry in question is wholly or
largely dependent on export trade
and distant markets. The cotton
industry of Great Britain, which
exports over four-fifths of its total
production and accounts for more
than half the world's trade in cotton
piece goods, is perhaps the best ex-
ample of an industry producing un-
der such conditions. Unlike such
an industry as, for example, the
cotton goods manufacturing indus-
try of the United States, which is
able to sell most of its output in
the home market, where it has the
advantage of an intimate knowledge
of local conditions and require-
ments in addition to substantial
tariff protection, the British cotton
industry has no shelter or special
advantages of any kind, and must
exist by efficiency alone."

Superiority in Efficiency.

"In such circumstances, contin-
ued prosperity must depend on the
maintenance of a superiority in
efficiency over all other countries in
the production of a vast range of
goods, and, often enough, on the
maintenance of a margin of super-
iority sufficiently great to sur-
mount the tariff barriers of other
countries."

"When for any reason the neces-
sary margin of efficiency can no
longer be maintained, the vulner-
ability of the industry becomes im-
mediately apparent: exports fall
off, and the cotton manufacturing
industry in rival countries expands
rapidly to supply the markets for-
merly monopolized by the British
exporter. Such has been, in fact, the
fate of the Lancashire cotton indus-
try in recent years."

The investigation regarding mi-
gration shows that emigration and
immigration are the highest when
trade is good.

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To-day,
(July 8.)

Sanitary Board Meeting, 4.15
p.m.
Queen's Theatre: "The Night
Bird."
World Theatre: "Mockery."
Star Theatre: "The Belle of
Broadway."
Tea Dance: H.K. Hotel, 4.30
p.m.
Dinner Dances: Repulse Bay
Hotel and Peninsula Hotel, 8.30
p.m.
Tides:—High: 12.13 a.m. and
10.30 a.m.; Low: 3.43 a.m. and 5.58
p.m.
European Mails:—Outward:
Europe via Victoria, B.C. and
Siberia (Pres. Jackson), 9.30 a.m.;
Europe via Marseilles (Sarpedon),
4.30 p.m.

Wednesday,
(July 10.)

Open Day:—Kowloon Junior
British School, 10 a.m. to noon,
and 2 p.m. to 3 p.m.

Tung Wah Hospital Public Meet-
ing on Water Problem, 2 p.m.

Tennis:—Mixed Doubles: Kow-
loon Bowling Green v. Craighen-
gower, Recreation v. Ladies' R.C.,
Kowloon C.C. v. University.
Queen's Theatre: "The Night
Bird."
World Theatre: "Mockery."
Star Theatre: "The Belle of
Broadway."
Tea Dance: H.K. Hotel, 4.30
p.m.
Dinner Dance: Peninsula Hotel,
8.30 p.m.
Tides:—High: 1.02 a.m. and
11.24 a.m.; Low: 4.33 a.m. and 6.43
p.m.
European Mails:—Inward:
Europe via Siberia (Mirzapore),
Outward: Europe via Vancouver,
and via Siberia (Empress of Asia),
10 a.m.

Thursday,
(July 11.)

Queen's Theatre: "The Foreign
Legion."
World Theatre: "Ramona."

Star Theatre: "Square Crooks."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Repulse Bay
Hotel, and Peninsula Hotel, 8.30
p.m.
Tides:—High: 1.50 a.m. and
12.23 p.m.; Low: 5.27 a.m. and 7.39
p.m.
European Mails:—Outward:
Europe via Victoria, B.C. (Talthy-
bius), 10.30 a.m.

Friday,

(July 12.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Extraordinary Meeting: H.K.
Iron Mining Co., Ltd., Messrs.
Jardine, Matheson's Board Room,
12.30 p.m.
Queen's Theatre: "The Foreign
Legion."
World Theatre: "Ramona."
Star Theatre: "Square Crooks."
Tea Dance: H.K. Hotel, 4.30
p.m.
Dinner Dance: Peninsula Hotel,
8.30 p.m.
Tides:—High: 2.30 a.m. and 1.28
p.m.; Low: 6.29 a.m. and 8.29 p.m.

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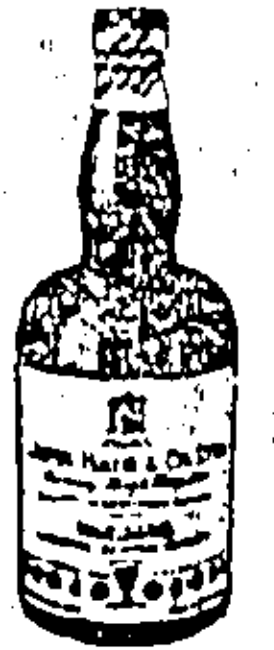
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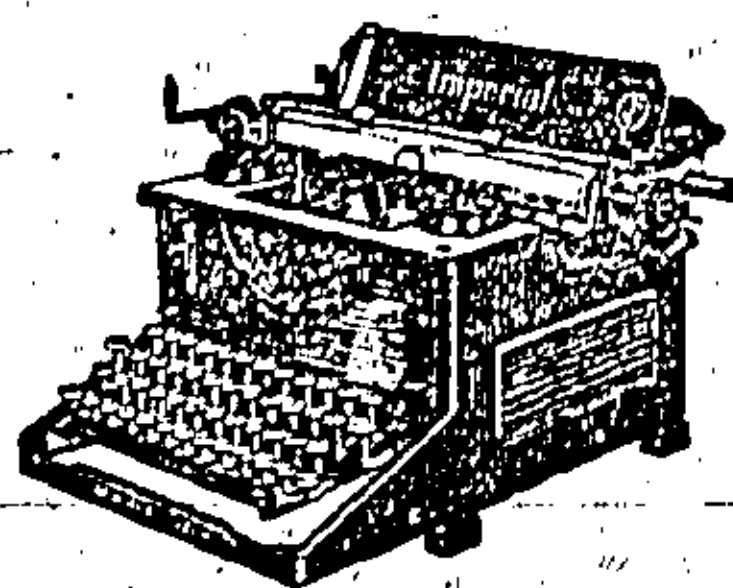
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MR. DWIGHT DAVIS IN THE EAST.

PRESS INTERVIEWS IN TOKYO, SHANGHAI, AND
HONG KONG.

INTRODUCED AT LUNCHEON BY PRINCE TOKUGAWA.

GOVERNOR-GENERAL'S OPINION OF COLONY.

Mr. Dwight F. Davis, the new Governor-General of the Philippines, is no stranger, in the strict sense of the word, to Hong Kong. Twenty-five years ago, he saw the Colony in its infancy and during his visit here on Friday and Saturday, in true American "breezy" fashion, he was explicit in his praise of the engineering and constructional marvels wrought by the authorities of Hong Kong during the passage of the years.

Mr. Davis arrived here in the President Taft on Friday and left en route for Manila on Saturday evening.

RELATIONS BETWEEN JAPAN AND U.S.

Tokyo, July 28.—Japanese believe that Mr. Dwight F. Davis will duplicate the successful administration of Henry L. Stimson as Governor-General of the Philippines. Press and public alike have joined in praise of the new Governor-General following his 48 hours visit in Japan en route to Manila.

Colonel Davis made his big hit with the Japanese at the luncheon tendered him by the American-Japan Society four hours after he had come ashore from the Dollar liner President Taft in Yokohama.

Japanese had known him long and favourably as the donor of the Davis Cup, emblematic of the tennis championship of the world, and some of them remembered he had visited these islands a quarter of a century ago, on his honeymoon. They hardly were prepared, however, for the declarations of friendship for the former Secretary of War launched in replying to the address of introduction by Prince Tokugawa.

From the Shoulder.

The Governor-General spoke straight from the shoulder and scores of Japanese and Americans sitting at the luncheon tables applauded him enthusiastically. There is no quarrel between Japan and America, he said, in effect, and the two nations are so inter-dependent economically that there is practically no possibility of serious disagreement between them. He pointed out that American exports to Japan since the world war have increased from around \$45,000,000 a year to \$200,000,000, while Japanese exports to the United States have increased from around \$50,000,000 to the "stupendous sum of about \$385,000,000 a year."

Japanese interpreted this to mean that the new Governor-General of the Philippines will work for economic stability in the Far East and lend the great weight of his influence and stability to a policy of "business." "And that will suit Japan, which long has nursed that ambition as a leading aspiration in her programme of Pacific relations."

Far East Aviation.

The Japanese also were intensely interested in Colonel Davis's prediction that a regular air service "either by ship or airplanes" will link the Empire with the United States in the relatively near future. An air mail and passenger service from Tokyo to San Francisco, preferably via Shanghai, Hong Kong, Manila and Honolulu, will mean much to the promotion of commerce in the Far East and Japanese would like to co-operate in such a venture. They feel that Mr. Davis's presence in the Orient will tend to hasten establishment of such an air service and that it will mean better things for business in the whole Pacific area.

Big men always appeal to the Japanese and Mr. Davis's bulk, rearing well over six feet, impressed his hearers probably as much as his straightforward address. The Governor-General looked, as one Japanese expressed it, like a man who could do things, as well as say them.

Colonel Davis refused to comment here on reports regarding a new American Ambassador to Japan or a new minister to China.

"That is not in my sphere," he said, when asked what talk he had heard in Washington regarding the appointments.

One effect of Colonel Davis's presence in the Orient, some Japanese believe, may be the furthering of a move, started in the Philippines for creation of an Asiatic zone in the Davis Cup elimination series. The Asiatic countries now compete in the American zone and Japanese believe the suggestion that an Asiatic zone be established may be a good one.—United Press.

SLIPS MADE IN SPEECH.

U.S. AND CHINA MIXED.

Tokyo, June 29.—Colonel Dwight F. Davis, new Governor-General of the Philippines, got the United States and China mixed during his address here before the American-Japan Society.

Twice the Governor-General, by a slip of the tongue, referred to "relations between Japan and China," when he meant Japan and the United States. In one of his slips he remarked that Japanese Ambassador Debuti in Washington told him, before his departure for the Orient, that, in his opinion, relations "between Japan and China were the most cordial in 25 years."

The Governor-General meant, of course, "Japan and the United States" and the trend of his discourse was so logical that few of his hearers noticed the slip.

Just before the Imperial audience, Mr. Neville, Embassy Charge d'Affaires, informed Mr. Davis to the latter's great relief that the Embassy staff had succeeded in borrowing a Prince Albert coat in which the Governor-General might appear in suitable style before His Imperial Majesty.

Mr. Davis's formal garb had been kept locked away in his trunks on board ship, as he had planned that all his visits ashore should be of informal nature. It was unthinkable that he should either fail to fulfil the Imperial engagement or appear in other than the prescribed raiment, and the task of finding a coat of adequate size was rendered highly difficult because of Mr. Davis's generous proportions and athletic build.

Emmon B. Whisner, aide to the Governor-General, will be one more addition to the already large "Missouri group" in the Far East, as he is a graduate of the University of Missouri.

Fred. G. Heins, secretary to the Governor-General, comes from St. John's College in Winfield, Kansas, and was formerly with the State Department.—United Press.

MR. DAVIS IN SHANGHAI.

ENTHUSIASTIC RECEPTION.

(Contributed.)

Shanghai, July 3.—Mr. Dwight F. Davis was well on the qui vive against reporters during his brief visit here. He had much to say about the amenities of Shanghai, the work accomplished by the Municipal Council, and the need for the furtherance of doctrines of peace throughout the Far East, but it was impossible to obtain a definite statement from him regarding his future policy as Governor-General of the Philippines.

He certainly left indelible impressions, however, on the minds of all with whom he came into contact of being a man whose mind is as big as his body and who prefers to do things rather than talk about them. He received an enthusiastic reception in the American Legation and was afterwards entertained at luncheon by the Municipal Council, just prior to which he interviewed all the foreign newspaper correspondents.

The Stimson Policies.
In an informal interview with your correspondent, Mr. Davis indicated that he fully approved the policies followed by the former Governor-General, Col. Henry L. Stimson, and that these will be followed in general in future with such modifications as may be deemed necessary.

The new Governor-General bears no formal message to the Philippines from President Hoover. He is concluding the preparation of his inaugural address and also an address which he will deliver on Opening Day (July 16) to the Philippine Legislature.

All plans for his Shanghai proceedings were in the hands of the American Consul-General, Mr. Cunningham.

TENNIS IN HONG KONG.

MR. DAVIS CHATS ON TRADE MATTERS.

In a tennis party at Government House on Friday afternoon, Mr. Davis proved that he is still no mean player, as he defeated the donor of the Davis Cup and a champion of other days.

The Governor-General played with Mr. McEachern and also in two sets with Mr. Goldman, winning one set, 6-3, and losing the other, 3-6. Messrs. Lo Brothers were included in the party.

In the evening, Mr. Davis, his daughter, and his niece attended a dinner party at Mountain Lodge in honour of the Governor-General given by H.E. the Governor and Lady Clementi. Other guests present included Captain E. B. Whisner, A.D.C., Mr. F. G. Heins, Secretary, Hon. Mr. and Mrs. Southern, Hon. Sir Henry and Lady Follock, Miss Oakley, Mr. and Mrs. Dukes, Mr. and Mrs. R. C. Tredwell, Mr. Meyer, Mr. Parker, Mr. Shantz, Commander Logan, U.S.N., Captain Sillitoe, A.D.C., and Captain A. L. Whyte, A.D.C.

WITH THE PRESS.

H.E. the Governor thoughtfully arranged for Mr. Davis to meet representatives of the local news papers in Government House on Saturday. The reception was entirely an informal affair and Mr. Davis indicated at the beginning that he had no statement to make with regard to his future policy.

"Out of courtesy to the Legislature, I propose not to discuss my policy, which I will outline in my speech after my arrival at Manila," said Mr. Davis. "This, of course, has been my attitude since my appointment."

Mr. Davis went on to say that he was deeply impressed by the marvelous changes he had found in Shanghai and Hong Kong, both of which he visited 25 years ago when he was on his honeymoon. He thought the redemption scheme here was very wonderful and he intended, before he left for Manila, to inspect the work at close quarters. The noble houses perched, seemingly very precariously, on the towering sides of the Peak, were a tribute to the engineering skill of the authorities concerned.

Importance of Sports.

Sport had a wonderful influence upon the social and moral welfare of the people of any country, he continued, and he had been greatly impressed, while in Japan, with the enormous interest taken, and the keen enthusiasm displayed, in the Davis Cup contests. He was glad to think that these games were doing so much to bring the various nations more closely together.

The field of sport was the best medium for establishing international peace, concord, and understanding and did more than all the treaties to maintain world-peace. He would carry away with him very pleasant memories of the tennis games at Government House on the preceding day, he said. He had been delighted to note the fine clean strokes of the Chinese players and hoped that the Chinese would take an increasing interest in the game and that in the near future China would be able to enter, not only a team, but a winning team, for the Davis Cup.

An Optimistic Note.

Mr. Davis was very optimistic concerning the possibilities of increased trade between America and China. Trade with the Orient had received a great impetus since the Great War, although the same could hardly be said with regard to trade with Europe. In this connection, it was very interesting to note the changes which had taken place in the various trade routes.

Taking the whole of America's trade as the basis, her business with Europe before the war amounted to at least 60 per cent. of the total, whereas last year it had fallen to only 40 per cent. On the (Continued on next column).

LABOUR PARTY AND FRANCE.

PRESS DECLARATION BY
MR. MACDONALD.

COLLABORATION WITH HIS
"OLD FRIEND BRIAND."

The *Matin* published recently from its special correspondent in England, M. Jules Sauerwein, a declaration dictated to him by Mr. Ramsay MacDonald at Easington, in Durham. Mr. MacDonald regrets the feeling of friction which has developed once more between England and France, which he attributes to a failure to discuss with sufficient frankness the English and French views in regard to their respective interests.

The English, he said, are a little hurt to find that their sacrifices and heavy burdens are not appreciated in France as they are in value, and apart from its form and certain words that he used, Mr. Snowden's famous speech represented a feeling so widespread in England that after a day or two Mr. Churchill himself let the subject drop.

Mr. MacDonald continues: "Believe me, I profoundly regret this state of affairs, and if I came into office I should very much like to tackle the problem afresh in such a way as to bring about a real mutual understanding and an amicable co-operation between France and ourselves. The Labour party has never been and is not anti-French."

Possible Misunderstanding.

"It does not like sentimental attitudes and empty gestures. I desire an understanding based on realities, and the man who succeeded in establishing excellent relations between France and Great Britain without any sacrifice of interest on one side or the other would be one of the most popular men among the members of the Labour party."

Mr. MacDonald told Mr. Sauerwein that he hoped the people in France would understand his declaration and even be able to read between the lines.

Unfortunately, people often read what they want to read between the lines. The French to not want to know whether Mr. MacDonald would establish "excellent relations" between France and England. What they want to know is whether he would continue the present "entente"—that is, relations of a special character, differing from those between England and Germany or any other country, which involved consultations between the British and French Governments with a view to agreeing on a common policy at Geneva and elsewhere.

In some further conversation with Mr. Sauerwein Mr. MacDonald said that it would be an immense joy to him to go to Geneva to collaborate with his "old friend Briand." This remark is likely to contribute to the impression that Mr. MacDonald's declaration is in favour of the continuance of the special entente.

other hand, America's trade with the Far East had nearly doubled over the same period and there was every indication that it would continue to increase.

Asked if he could give a reason for this, Mr. Davis replied that, insofar as commercial enterprise was concerned, European nations were practically at a standstill while the Far East was developing rapidly. Enormous possibilities in China and the Philippines were in danger of being overlooked.

More Understanding Required.

"The world," he continued, "is getting smaller every day. Radio, airplane, and other rapid forms of intercommunication are bridging vast distances, and linking up the most distant parts of the earth."

"But intercommunication is by no means all that matters. We must have mutual understanding between the nations, particularly with regard to commercial relations. This spirit of understanding will bring confidence. We shall appreciate our competitors' points of view more easily and goodwill and good nature will take the place of bitterness, and unscrupulous methods in competition. The spirit of the sports field should mingle with the spirit of commerce."

"There are many things that the West can learn from the East, and vice versa. It is only to be hoped that the nations concerned will only learn the best things from each other and secure what, after all, is the main thing—better understanding. With greater trade relations, and imbued with the spirit of mutual esteem, East and West will then have better opportunities of appreciating that, despite differences of habits and customs, there is much to be admired in both. With an understanding of that nature will come greater chances of friendship and of international peace."

Immediately after the reception, Mr. Davis left for Shek-O as the guest of Mr. Roger Tredwell, U.S. Consul-General, and Mrs. Tredwell. After lunch, he played golf with Mr. Tredwell and then motored around the island.

He sailed at 3 o'clock on the President Taft for Manila.

Psychologist says:

Everyone Has Occult Power

Distributes Free Book Describing Unique System which has been tested by scores of New Students who Report Astonishing Results. Also sends Free Psycho-Analysis Character Delineation to all who write at once.

How the average man and woman can develop and use the strange powers of Hypnotism, Suggestion and Telepathy to influence people in business and society.

to correct character defects and curb bad habits, described in the new book by Elmer E. Knowles, entitled: "The Key to the Development of the Inner Forces." One thousand copies of which have been printed for free distribution. The Author declares that what is called "Hypnotic Power" is nothing but a scientific application of the laws of Suggestion, and that anyone can learn and easily apply these laws. Astonishing results are reported by those who have tested the new System.

Mr. H. N. Eban writes: "I should ascribe at least half of my success in passing my college examinations to the mental training and power of concentration derived through the wonderful 'Knowles System.'"

Another report from Mrs. Anna Brill reads: "I regard Knowles' system as being absolutely indispensable to every ambitious person. It gives intellectual power, self-control and control of others to those who have a progressive tendency." Mr. Franz Wort describes his experiences as follows: "It is really unbelievable what power one can obtain through the wonderful Knowles System. The results are so astounding, that I cannot recommend it too highly."

It is desired to distribute the ten thousand free copies of "The Key to the Development of the Inner Forces" to men and women who are interested in the development of their dormant faculties and more especially those who wish to apply the powers of Suggestion and Hypnotism to social and business objects. In addition to supplying the book free, each person who writes at once will also receive a psycho-analysis character delineation of from 400 to 500 words as prepared by Prof. Knowles. If you wish a copy of Prof. Knowles' book and a Character Delineation simply copy the following verse in your own handwriting:

"I want power of mind,
"Force and strength in my look,
"Please read my Character,
"And send me your book."

Also send your full Name and Address plainly printed (state whether Mr., Mrs. or Miss), and address your letter to: PSYCHOLOGY FOUNDATION, S.A. (Free Distribution Dept. 1084), No. 18, rue de Londres, Brussels, Belgium. If you wish you may enclose 20 Cents (stamps of your own country) to pay postage, etc. Be sure to put sufficient postage on your letter. Postage to Belgium is 10 Cents.



PLANE STRIKES DYNAMITE.

AVIATORS' NARROW ESCAPE.

—["D.P." Special Service.]

HONOLULU, June 5.
Walter Cannon, local airplane pilot, and a passenger in his plane named Wong, had a narrow escape when the machine approached the Air Moons flying field to land and strike a box of dynamite.

Workmen enlarging the runway were using the dynamite, and placed it in the centre of the field at a safe distance from their blasting.

When Cannon realized what his machine had struck he speeded his motor and mounted in the air again.

The box was shattered and the dynamite scattered in all directions, but, miraculously, it did not explode.—United Press.

Solicitor in a possession summons, after a hearing in County Court: You had notice from your landlady to quit? Man: Yes, after I offered to marry her.

HUMOUR: ANCIENT AND MODERN.

"Bearing in mind the incontrovertible facts of past experience," boomed the candidate, "and with the bitter knowledge that so many schemes of social relief have brought relief only when they are dropped"—laughter from friends—"we look ahead, and what do we see?"

"Nothing," piped up the small man with an income-tax demand in his pocket: "you're in the way."

The Ai is found in the jungles of Africa, and in crossword puzzles. Before being captured by the latter, the Ai was considered merely as two vowels in search of their consonants.

The Ai has only three toes, and there are times in the subway when women wish they were Ais.

A Welshman was playing a golf match in which he was getting the worst of it. He was obviously chagrined, but kept his temper.

However, on one tee where his opponent sliced badly, the Welshman exclaimed: "Ah, I'm afraid you're in the bunker, I hope."

It was Thursday and Wilkins was "broke" and hungry. Halting outside a butcher's shop, he gazed wistfully at the display of chops and sirloins in the window. Plucking up his courage, he entered.

"If I leave a security equal to what I take away, will you trust me till to-morrow?" he asked.

"Certainly," replied the butcher.

"Well, give me a couple of those joints and keep one of them till I come back."

"Alice: 'Oh, ma, I do love Menelewska!'"

"Mrs. Wonsore: 'All right, my dear. Invite the young man to our next party.'"

"Two football teams had played a number of drawn matches and it was decided to engage a professional referee for a deciding game."

A well-known official was approached by a party of tough-looking men:

"All right," said the referee. "I'll oblige you. What fee do you offer for my services?"

"Well," said one of the men, "that depends on how badly you're hurt."

"I would like a rise in salary for two reasons."

"Those are?"

"Twins."

"How do you get along without a speedometer?"

"Well, when I get to driving 15 miles an hour my fenders start to rattle; at 25 the windows rattle; at 30 the motor starts knocking—and that's as fast as she'll go!"

Inebriate: "I say, old chap, will you do me a favour? Call my wife, and when she answers, ask what she wants?"

A motor in a factory broke down. The operator, the foreman, and the plant engineer couldn't start it.

The expert took one quick look at the machine, tapped it several times with a hammer, and told the operator to start it.

His bill was \$50. When the superintendent asked for an itemized statement, he got this:

Tapping with hammer ... \$1.00

Knowing where to tap ... \$49.00

A teacher wanted to convey the meaning of the word "invisible."

"Now, what do we call a person," she asked, "who is present without ever being seen?"

"I have it," one little boy answered. "The janitor!"

A young man whose knowledge of cards was extremely visionary, was roped in to complete a bridge four. After a few moments he committed his first mistake by throwing away a king on a trick already taken by his opponent's ace.

"Good heavens!" bellowed the young man's partner, "a king doesn't usually beat an ace, you know."

"I know," stammered the beginner, "but I thought I'd let it have a try."

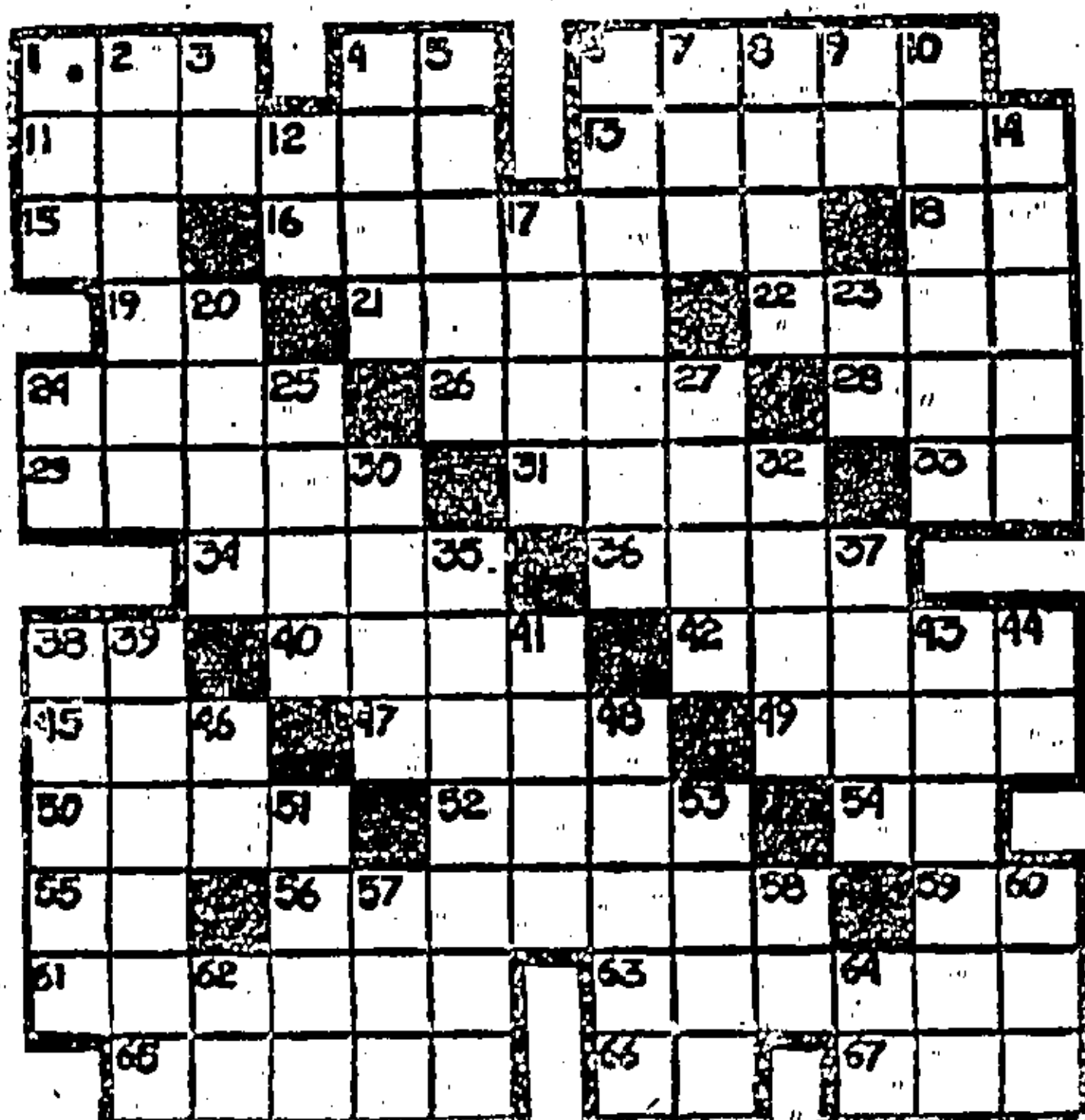
"I'll give Reggie credit for getting me a nice engagement ring."

"I understand that's what the jeweller did, too."

President (to partner): "Our business is decreasing. We've got to make some sweeping changes."

Janitor (listening): "Whew! There goes my job!"

CROSSWORD PUZZLE.



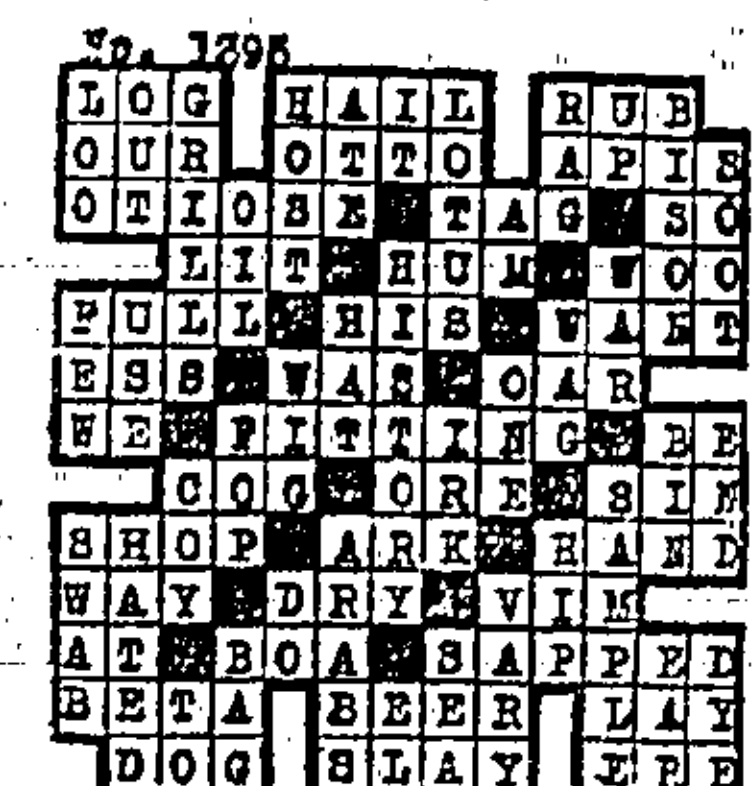
Vertical.

- 1.—To devour.
- 2.—Felt way blindly.
- 3.—Conjunction.
- 4.—Always.
- 5.—Insurrectionist.
- 6.—More slender.
- 7.—Crunchy.
- 8.—To aid.
- 9.—Negative.
- 10.—City of Poland.
- 11.—Whether.
- 12.—Metric cubic measure.
- 13.—Invasion.
- 14.—A Continent.
- 15.—Article.
- 16.—Pronoun.
- 17.—Laws.
- 18.—Man's name.
- 19.—Related.
- 20.—Outbreak.
- 21.—Earned.
- 22.—Spike.
- 23.—Helped.
- 24.—Climbed.
- 25.—Arrow.
- 26.—Theatrical company.
- 27.—Pronoun.
- 28.—French for and.
- 29.—Patterns.
- 30.—Black.
- 31.—Roman emperor.
- 32.—To perform.
- 33.—Kind of whisky.
- 34.—Jumbled type.
- 35.—Pertaining to.

Horizontal.

- 1.—Self.
- 2.—Comparative ending.
- 3.—To punish corporally.
- 4.—To reach destination.
- 5.—Toils.
- 6.—Toward.
- 7.—Pertaining to fever.
- 8.—Alongside.
- 9.—Father.
- 10.—Paper measure.
- 11.—To accept.
- 12.—Faint.

YESTERDAY'S SOLUTION.



SUBURBAN HEIGHTS

By GLUYAS WILLIAMS



SEVERAL GOLF GAMES WERE CALLED OFF SATURDAY AFTERNOON BECAUSE FRED PERLEY PUT HIS SCREENS ON. THE WIVES TOLD THEIR HUSBANDS THAT IF FRED COULD STAY HOME AND PUT SCREENS ON, THEY GUESSED THEY COULD. AND THEY DID.

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GLUYAS WILLIAMS

SPORT AND ATHLETICS.

PROMISING IRISH BOXER.

Patrik (Packy) McFarland, the seventeen-year-old Dublin boxer, who arrived in Liverpool with two coppers in his pocket, and then walked to London in search of a fight, scored the best victory of his short career at the National Sporting Club recently, when he knocked out the Scottish bantam-weight, Johnnie Smith, in the third round of a fifteen-round contest. The finishing punch was a short right to the point which was both fast and accurate, and which dropped Smith for much longer than the stipulated ten seconds.

McFarland's chief defect is a physical one; he is very short in height and reach. But he makes up for this by displaying the maximum of fighting spirit, and in sheer aggressiveness he may well be compared with Teddy Baldock. He had nothing like the proportions of Smith, but from the start he took charge of the contest, and early in the second round he had his opponent in difficulties. The right-hander which finished the fight was as good as any seen for some time. McFarland, if he grows, looks like becoming a champion.

An excellent impression was created by a middle-weight named Stanley Waller, of Cambridge. He knocked out Ted Giles, of Croydon, in the second round with a fusillade of smashing blows, and was generally so workmanlike in all he did as to leave the feeling that he, too, will be heard of again.

SWIMMING THE CHANNEL

WITH LEGS CHAINED.

Mr. John Herbert Wood, a miner of Ely Street, Rossington, near Doncaster, announces his intention of attempting to swim the Channel from Dover to Calais next September with his legs "chained and locked." He is now making preparations for a trial swim of 21 miles in the Thames.

Mr. Wood, who is a native of Chester-le-Street, is 30, and until recently earned his living on the British and Continental music-hall stage as a trick swimmer. In 1928 he undertook to dive from the London Bridge, and also from the Tyne Bridge at Newcastle, fully clothed, handcuffed, and shackled. The authorities prevented this performance, but he performed the feat in the River Wear at Chester-le-Street. He declares that after studying the currents in the Channel he is quite capable of the feat, and will use a trudgeon stroke.

HUNGARY'S INTERNATIONAL MEETING.

The Hungarian Swimming Association have arranged an ambitious venture at Budapest in Aug., when six European nations—Germany, France, Belgium, Sweden, Hungary and England—will, compete in a water polo tournament. In addition to the water polo tournament there will be invitation races comprising 50, 100, and 500 metres free stroke, 100 and 200 metres breast-stroke, and 50 and 100 metres back-stroke. These events will be held before the daily three matches of the water-polo tournament.

LORD DESBOROUGH'S CUP.

When the Executive Committee of the Manchester and district branch of the Royal Life-saving Society met in Manchester, with Councillor Andrew Cathcart in the chair, Mr. S. J. Monks, the new chief secretary, stated that two new new cups had been given for competition in memory of Mr. Henry, one by the president of the Society, Lord Desborough, which was to be competed for by branches the world over. The branch that achieved the best returns in passes for the various examinations would hold the cup for twelve months, also receive a replica as a permanent award. The second cup, given by Mrs. Henry, was to be competed for by all ladies' schools, colleges, and similar establishments affiliated to the Society direct or to one of its branches, and the conditions would be the same as for the president's trophy.

EMPIRE CHAMPIONSHIP.

Hayes (Australia) was declared the winner of the Empire Billiards Championship, which has been played at Johannesburg. A Prior (South Africa) was runner-up. The result of the final heat was: A. Prior, 2,000; H. F. Coles (Great Britain), 1,918.

The Empire Amateur Championship was played for by representatives of South Africa, the holders, Australia and Great Britain, the competition being decided on the American tournament system, each of the players meeting all of his opponents. There were four players, South Africa having two representatives.

THE WOMAN'S CORNER.

JEWELLERY.

STUDY YOUR FROCK—AND THE ART OF RESTRAINT.

[BY CLAUDE WINDSOR.]

Knowing how to wear jewellery is as important as knowing how to wear clothes. To wear the wrong combination of gems is just as much a faux pas as wearing wool stockings with an evening gown.

Women are quite apt to confuse the value of their jewels with their appropriateness. They frequently believe that precious stones, like flowers, harmonise easily. They seem to think that the fact that they are "worth small fortunes" insures them against offence. But fastidious women make a study of wearing jewellery just as they study their particular type.

These women realise that the jewellery becoming to one woman would be fatal to another. They also have learnt the art of subtlety. Their brooches, rings and bracelets are not laid on lavishly, but are used in such a way as to enhance their individuality and give that certain "something" to their costume.

I have always invested a large part of my money in jewellery. At first it was my way of investing, but as I learned more about precious stones it became a hobby with me and a way of expressing my taste. My interest grew and I made a study of when to wear each ornament. The more I learned, the more conservative I became. Though the temptation to display my hoard would assail me at times, I restrain myself because I would stand the

costume than would stand the show.

A period evening gown that I wore in one picture would have tempted almost any woman to wear a wealth of glitter to relieve the severity of the long, tight bodice and quaint neckline. I was no exception. I plastered myself with brooches and pendants until I looked like a veteran of all the wars in history out on dress parade. The front of me was dropping diamonds—the medals of my thrift.



Somehow, I was not satisfied with the effect. I kept shedding down until I was down to a single cameo pendant on a slender, short chain, and earrings to match. The cameo in the pendant and drop earrings belonged to the famous Lily

They are works of art, beautifully mounted in old-fashioned settings, with small seed pearls suspended on hairs like cobweb at the base of the cameo.

There was nothing flashy, but a great deal of restraint in this ornamentation. Costly? Yes, but in such perfect harmony with my gown that they blended in and gave their grace to my complete costume.

This sparing use of jewellery is an art in itself. On the other hand, there are times when the right jewels in profusion are appropriate. I illustrated this point after much experimentation, when wearing an evening gown heavily embroidered with brilliants.

The dress caught and reflected the light in such a way that my bare wrists and hands looked awkward.

So on went exactly £20,000 worth of jewellery. A long diamond pendant fell into the curve of the V neckline meeting the splendour of my gown. On one wrist I wore a single diamond bracelet. The diamonds were large squares, set wide apart by oblong sapphires. On the same hand I wore a large solitaire diamond ring. Four bracelets, lavishly set with diamonds and precious stones, adorned my other wrist, and the ring worn was a cluster of precious stones.

Had this wealth of brilliants been used with any other type of dress, vulgarity would have been the result. But the effect made me sparkle from head to foot without undue attraction to my jewel collection.

HE THOUGHT THE DIFFERENCE BETWEEN A PRIZE FIGHT AND MARRIAGE WAS THAT A PRIZE FIGHT HAD RULES!

See this fine comedy of love and the prize ring!

REGINALD DENNY'S THE NIGHT BIRD

with SAM HARDY

DENNY'S FUNNIEST ROMANTIC COMEDY!

THIS WEEK IS UNIVERSAL WEEK

AT THE QUEEN'S TO-DAY & TO-MORROW At 2.30, 5.10, 7.15 & 9.20.

A STORY OF THE RUSSIAN REVOLUTION!

THE fortunes of war throw Sergei, a poor Russian peasant into a new world of hate, tempered only by the softening influence of a beautiful woman who brings a redeeming light into his life!

LON CHANEY IN MOCKERY

AT THE WORLD TO-DAY & TO-MORROW At 2.30 & 7.15

Chinese Picture, "Mathematics of Fate," Part 2.

THE Amazing Story of a great actress who, besieged by a trail of lovers across two continents, found true love on a Parisian boulevard!

BETTY COMPTON IN THE BELLE OF BRADWAY

with EDYTH YORKE

(SHOWING FOR THE FIRST TIME IN HONG KONG)

AT THE STAR TO-DAY & TO-MORROW At 5.30 & 9.20.

HONG KONG POLICE RESERVE.

[ORDERS BY HON. MR. T. H. KING, ACTING CAPTAIN SUPERINTENDENT OF POLICE.]

Chinese Company.

SQUAD DRILL.

All recruits of the Chinese Company will attend at the Company's Headquarters on Tuesday, July 9, at 5.30 p.m. sharp for squad drill under L/Sergt. B.13 T'o Chi On. Dress: Mufti.

SIGNALLING.

The Signalling Squad will attend at the Company's Headquarters for practice in Morse and Semaphore under Crown Sergeant R.15 Ow Yeung Kin Heag on Wednesday, July 10, at 5.30 p.m. sharp.

ANNUAL EXAMINATION IN PART II.

The following have passed the Annual Examination under Chief Inspector H. J. Paterson, Principal of the Police Training School:—Passed with credit:—Constable R.58 Ho Lum.

Indian Company.

SQUAD DRILL.

All recruits of the Indian Company will attend Police Headquarters for squad drill under Sergt. Condon on Tuesday, July 9, at 5.30 p.m. sharp. Dress: Mufti.

PARADE.

All ranks of the Indian Company are reminded of the parade to be held at Police Headquarters on Tuesday, July 9, at 5.30 p.m. sharp.

ANNUAL EXAMINATION IN PART II. The following have passed the Annual Examination under Chief

Inspector H. J. Paterson, Principal of the Police Training School:—Passed with credit:—Constables R.219 Ghulam Muhayied Din and R.241 Sukhan Ahmed.

Passed:—Constables R.297 Khushi Mohamed, R.213 Bhagat Singh, Cr-Sergt. R.217 Feroz Ali, and Constable R.237 Nur Ahmed. They have qualified for their Police Reserve Badge.

Flying Squad.

STRENGTH.

Constable R.349 H. O. F. Aris has been taken on the strength of the Flying Squad as from July 4, and posted to the Kowloon Section.

The fortnightly patrol of the Kowloon Section will take place on Tuesday, July 9. Fall in at the Tsimshatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The next fortnightly patrol of the Hong Kong Section will take place on Thursday, July 18. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

ARMS LICENCES.

All members not already in possession are reminded that Arms Licences, complete with photographs, are necessary for retention of Arms.

Life Saving Lessons.

A class for life saving has been organised to take place at Police Headquarters Gymnasium on Mondays and Thursdays, at 5 p.m., commencing on Thursday, July 4. The class will be in the charge of P.S.A. 30 Hunt. As there is only a limited number required volunteers are requested to send in their names to their respective O.C.'s as soon as possible.

(Sgd.) W. Kest, A.S.P., Adjutant, Hong Kong, July 2, 1929.

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CORRECTLY

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BATSWING AND THISTLE TIES.

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MEN'S WEAR SPECIALISTS.



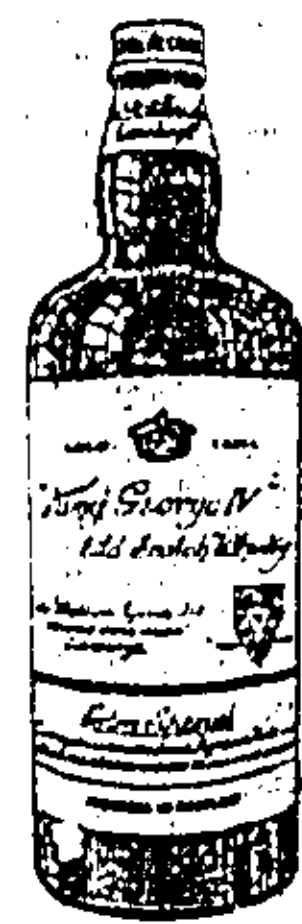
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1A, CANTON ROAD.

THE WATER SHORTAGE.

WHY A RIDER MAIN SUPPLY CANNOT BE GIVEN.

HONG KONG RESIDENTS TO PAY FOR THEIR WATER.

THE "TANKER SUGGESTION" ANALYSED.

A third meeting of the Water Emergency Committee was held yesterday in the Council Chamber. The most interesting business from the point of view of the "man on the meter" was the decision at the suggestion of the Colonial Secretary that all meter users in Hong Kong (not Kowloon) should pay 50 cents per thousand gallons.

The Director of Public Works gave a detailed summary of the present water position, and of the means which had been taken to cope with the drought.

The total storage on the Island yesterday morning was 157.79 million gallons, the recent daily rate of depletion 2.80 million gallons, and the minimum number of days storage available (without rain and on a four hours supply) 62 days.

Reasons why a rider main supply cannot be given were stated in detail.

The solution of the supply problem will probably be in the chartering of a number of coasters to bring water from the West River for the tanks.

STATEMENT BY THE DIRECTOR OF PUBLIC WORKS.

ANALYSIS OF "A MOST SERIOUS POSITION."

The Colonial Secretary (the Hon. Mr. W. T. Southern) who presided, said that the particular reason for calling the meeting was to put forward the views of the Government on the question of whether water could be supplied to the mains from Tytam Tuk. He would ask the Director of Public Works to read the memorandum which he had prepared on the whole subject.

The Director of Public Works (the Hon. Mr. H. T. Cressy, C.B.E.) said:

The position of the island supplies this morning is as follows:

Total in storage 157.79 million gallons.
Recent daily rate of depletion, 2.80 million gallons. Minimum number of days storage available (without rain and on four hours a day supply), 62 days.

A reduction to a single period of three hours per day will shortly have to be introduced, however, if no rain falls. This would reduce the daily rate of depletion, it is hoped, to approximately 2.10 million gallons a day.

By introducing one period of three hours a day of supply the City mains would require to be filled only once per day instead of twice, as at present.

Consumption Particulars.

The following statement, based upon the figures for previous years, showing the daily consumption in the City for July under various conditions of supply, has been prepared:

Supply.	Consumption million gallons per day.	Remarks.
1.—Constant supply in all rider main districts	12.00	Principal mains open 24 hours daily. No tanks.
2.—Two hours supply daily in rider main districts	2.00	
3.—Constant supply daily by street fountains only	7.00	
4.—12 hours supply daily	4.10	Auxiliary supplies included.
5.—7 hours supply daily	3.50	
6.—5 hours supply daily	3.00	
7.—4 hours supply daily	2.90	

By closing the principal mains from 6 p.m. to 6 a.m. daily these figures could be reduced to 6.5 million gallons per day.

Owing to additional fountains having been opened practically no saving has resulted by the reduction of 14 hours per day supply.

1.—A constant supply to all rider main districts can only be given when the reservoirs are full or nearly so. It involves a consumption of 12 million gallons a day and is generally given only in the summer months of favourable years. Since January 1, 1927, the total period of full supply has been 283 days.

First Restriction.

2.—A two hours daily supply in rider main districts is the first restriction following a constant supply. It involves a consumption of eight million gallons a day, and since January 1, 1927, has been in operation either in part or whole of the City for 350 days.

Second Restriction.

3.—A constant supply with street fountains only in rider main districts giving a consumption of seven million gallons a day. This has been in operation 178 days since January 1, 1927. The consumption can be regulated by the number of fountains opened.

Third Restriction.

4.—A 12 hours supply with street fountains only in rider main districts. This restriction commenced in May 1, 1929.

5, 6, 7.—Further restrictions of 7 hours, 5 hours and 4 hours have latterly had to be introduced with street fountains only in rider main districts involving consumption of 3, 3, and 2.9 million gallons a day respectively. Such restrictions have not been necessary during the last 25 years.

"MOST SERIOUS."

USELESSNESS OF TWO HOURS A DAY MAIN SUPPLY.

Continuing, Mr. Cressy said:—The rainfall for the 12 months ending June 30, 1929, as recorded at the Royal Observatory, totalled 37.27 in. by far the lowest ever recorded for a continuous period of 12 months. The previous lowest rainfall was in 1899 when 45.83 in. fell during that year. These figures speak for themselves.

The present water position is the most serious the Colony has had to face for very many years and it is not at all surprising that a house supply to all rider main districts cannot be given at this critical time.

It was on November 1, 1928, that the rider main supply was discontinued, and a constant supply by street fountains only had to be introduced as at that time the storage in the reservoirs had fallen to 1.410 million gallons and the consumption on full supply had just previous reached the maximum of about 12 million gallons a day.

The present storage in the reservoirs is 162 million gallons and the

consumption has been reduced to about three million gallons a day, due to restrictions and to the water obtained from outside the Colony.

Not until the storage in the reservoirs has again approached the figures for last November can restrictions be entirely removed.

During certain periods of every year restrictions have had to be resorted to and the supply from street fountains has taken the place of the house supplies in the rider main districts.

It is most unfortunate that owing to the continued drought it has been found necessary to reduce the street fountains supply and introduce the still more irksome tank system, the water for which has to be obtained from outside sources.

The maximum consumption when the City is on full supply has been shown to be 12 million gallons and the difference in levels of the hill side upon which they are built,

unless the city is divided into sections from East to West a supply of two hours in the whole rider main district would result in unequal distribution, the lower storeys of the houses on the lower levels would alone obtain a supply, whilst the upper storeys and the higher level houses would obtain little or no water. The consumption would also be excessive in the houses obtaining a supply.

If a rider main supply were now introduced in the various sections of the City for two hours it would result in a rise in the consumption to six million gallons and this rate of consumption is impossible under the present circumstances.

The rider mains can be shut off from the principal mains independently without affecting the metered supplies, but when all or any section of the rider main supply is in operation, either direct to the houses or through the fountains, the principal mains from which they are fed must necessarily be in action.

The proposal to discontinue the free allowance of water to metered supplies is being considered, and no doubt any move in this direction would have the desired effect of further restricting consumption.

A house supply to rider main properties at the present time is utterly out of the question, and no matter what supplies might be brought into the Colony they should be utilized to increase the present storage, and not the consumption, until the position had vastly improved. This cannot be too strongly emphasized.

Tank System of Supply.

A house service supply being impossible, the only course left is to supply through tanks sufficient water at as convenient points as possible. If perfected, this system of supply from tanks becomes the exact equivalent of a constant supply by street fountains, a system which it has been frequently necessary to have recourse to in the past.

The tank system has not yet been developed to its full capacity. By more frequent filling of the tanks and with additional taps and lengths of piping the queues can be considerably reduced. This has already been done where the regular system has come into force; for instance in the case of the tanks in Gilman and Centre Streets and at Western Market—which have been connected up and are supplied regularly by waterboats from Lai-chikok—the queues here have almost ceased to exist.

The extensions to the brick tanks on the Praya have just been completed, and these are being connected together so as to facilitate filling from lighters or waterboats. When fully developed this system should appreciably augment supplies.

When the existing low level tank system has been fully developed and the outside sources of supply have been increased it will be possible to introduce tanks on a higher level zone of about 100 feet above the sea, and when this extended system is in operation it will be possible still further to conserve the rapidly diminishing water supply on the Island.

Centrifugal pumps, electrically driven, would deliver water to these tanks either from the large brick tanks on the Praya or direct from lighters. Long supply pipes with the necessary number of taps would be laid from these upper tanks so as to embrace as large a district as possible and reduce carrying to a minimum.

If Drought Continues.

Should there be a further continuance of the drought, the position by October might be as follows:

All houses as far as Caine Road level may then have to depend entirely on tank supplies.

Above that level, in order to avoid great expense, a very limited supply from the mains would be given, if available. It is quite possible that during the winter the total draw-off from the mains would have to be reduced to less than one million gallons per day in order to make the existing storage tank under the 1930 rains set in.

The Best
Dance Tunes Ever!!

That's what you'll say when you've listened to a few of these new Victor dance records for June. They're all got "it" . . . just the kind of "it" you like. Some are fast and peppy. Some are slow and rhythmic. Some are just plain low-down mean! Whatever type of dance music you like you'll be able to find it on these snappy new Victor records. And be sure you notice the orchestra! . . . They're all the very best in the game . . . The ones you read about! Play some of these records and you'll be convinced that they know their stuff. We would be glad to play for you whatever of these selections especially attract you. Come in and let us do this!

With a Song in My Heart—Fox Trot Vocal Refrain

Yours Sincerely—Fox Trot Vocal Refrain

LEO REISMAN AND HIS ORCHESTRA

No. 21923, 10-inch

Walking with Susie—Fox Trot With Vocal Refrain

That's You, Baby—Fox Trot (from "Fox Movie")

Follies of 1929") With Vocal Refrain

GEORGE OLSEN AND HIS MUSIC

No. 21927, 10-inch

The Wedding of the Painted Doll—Fox Trot (from

Metro-Goldwyn-Mayer picture, "Broadway Melody")

I'm Ku-ruxy for You—Fox Trot With Vocal Refrain

HORACE BENDT AND HIS ORCHESTRA

No. 21937, 10-inch

Breakaway—Fox Trot With Vocal Refrain

Dig City Blues—Fox Trot (from "Fox Movie")

Follies of 1929") With Vocal Refrain

GEORGE OLSEN AND HIS MUSIC

No. 21961, 10-inch

Underneath the Russian Moon—Waltz Vocal Refrain

The One That I Love—Loves Me—Fox Trot Vocal Refrain

RUDY VALLER AND HIS CONNECTICUT YANKEES

No. 21963, 10-inch

I Kiss Your Hand, Madame—Fox Trot Vocal Refrain

Josephine—Fox Trot (from Metro-Goldwyn-Mayer

picture, "Tide of Empire") With Vocal Refrain

LEO REISMAN AND HIS ORCHESTRA

No. 21920, 10-inch

Bye and Bye Sweetheart—Waltz With Vocal Refrain

My Time is Your Time—Fox Trot With Vocal Refrain

RUDY VALLER AND HIS CONNECTICUT YANKEES

No. 21924, 10-inch

Pagan Love Song—Waltz (from the Metro-Goldwyn-

Mayer picture, "The Pagan") With Vocal Refrain

THE THROUABOUTS

The One Girl—Fox Trot With Vocal Refrain

NAT SHILLKUT AND THE VICTOR ORCHESTRA

No. 21931, 10-inch

I Get the Blues When It Rains—Fox Trot Vocal Refrain

The Things That Were Made for Love—Fox Trot

NAT SHILLKUT AND THE VICTOR ORCHESTRA

No. 21943, 10-inch

Mean to Me—Fox Trot With Vocal Refrain

That's What I Call Heaven—Fox Trot

With Vocal Refrain LEO REISMAN AND HIS ORCHESTRA

No. 21921, 10-inch

S. Moutrie & Co., Ltd.
(Victor Distributors)
Chater Road.

However, a third zone of tanks at about 250 ft. above sea level is not impossible and will be considered, should the situation demand it.

It is again emphasized that to avoid waste and to get the most out of every gallon available as much water as possible should be carried. A supply through the mains results in increased consumption and this method of supply must be eliminated for the present as far as possible.

Supplies From the Mainland.

There are at the moment three available sources of supply on the mainland, viz., from Lai-chikok, Tsim Wan and Shamshui, the last of which is expected to be in operation this week.

During the summer months it is anticipated that fully two million gallons a day can be obtained from these sources and transported to the Hong Kong tanks by water boats or lighters.

As these supplies begin to fail in the autumn the service from the West River, where there is unlimited water, will have to be further developed to meet the deficiency.

Supply of Tankers Through Tytam Tuk.

Since the first meeting of the Water Emergency Committee additional information is available as to the cost of a supply of water by tankers from Shanghai and though Government has already decided that the cost of such a scheme is prohibitive the figures now available are interesting and only confirm the previous decision.

According to the latest calculations a fleet of 30 tankers would be necessary to maintain a supply of 3,300,000 gallons a day and would cost approximately \$1,845,000 a month. The estimate is based upon the following data:—

2.—Only two trips could be counted upon per month per vessel. This allows for discharging and refilling ballast, loading and discharging fresh water, passages to and from Shanghai, and with allowances for bad weather, tides, etc., a total period of say 15 days per return trip.

A further condition would be that the requisite number of loading and discharging berths were always made available both at Shanghai and Hong Kong.

Government having decided that a regular service of large tankers for Tytam Tuk is impracticable, it now remains to deal with the question of a service of coasters or lighters, with tugs.

The Tytam Tuk pumps are much too large to deal satisfactorily with small quantities. For example, it would take 500 tons of water to charge one rising main from Tytam Tuk to the tunnel entrance and 1,000 tons to charge the Tytam tunnel. It is considered that 5,000 tons a day, say, 1 million gallons, is the minimum quantity with which it is practicable to work. This could only be supplied by a regular service of coasters or lighters, and by any occasional tankers obtainable on trip charter.

In anticipation of the possibility of such regular supplies being made available, a tank of 100,000 gallons capacity, capable of containing nearly an hour's supply for one pump, is being constructed, and before it is completed the necessary mooring accommodation, piping, etc., could be in position.

This scheme could be in working order early in August and if it materialises it would appear unnecessary to proceed further with other schemes for pumping direct into Albany or Elliot Filter Beds.

(Continued on page 5.)

SAVAGE RIVER
PIRATES.

ESCAPED VICTIM'S STORY.

BRUTAL MURDER OF AN
OFFICER.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 8th.

A vivid and thrilling story of the pirating of the launch Sun Tung Wo, on the West River last Wednesday was told to the writer by one of the 12 passengers who was fortunate enough to escape after being kidnapped. He and the eleven others arrived safely in Canton but with nothing but the clothes in which they stood. Altogether 60 passengers were taken away prisoners into the mountains.

Relating his experiences he said:

The night was pitch dark and the pirates took place all in a moment, the gang having had everything well planned in advance. Six powerful mines were laid in the path of the launch and were set off by means of electric batteries on the shore one by one. The ship was crippled, but not enough to sink her. Simultaneously with the explosion of the mines, volleys from rifles and machine guns were fired from both banks. Two of the passengers were killed almost instantly and a dozen were wounded more or less seriously. Crew and passengers at once became panic-stricken, women and children screamed for help and half a dozen or so students who were going home for the summer's vacation jumped overboard and tried to swim for shore and get away under cover of dark ness. I do not know what happened to them.

A pirate launch then came alongside and the gang systematically ransacked the ship, taking everything of value and kidnapping 60 of the better dressed passengers, including myself. About half an hour later a gunboat fired at the pirate launch, which was lost sight of. We had meantime been bound and gagged and had started our march into the mountains.

Ferocious Crime.

The next morning we were examined and questioned in a village. One of the captives, the pirates recognized as the captain of a detachment detailed to suppress bandits. His head was at once chopped off and stuck on top of a bamboo pole and placed at the entrance of the village as a warning to those who dared to attack their gang! The brutality of the pirates surpassed that of the most ferocious beasts!

We were then taken into the mountains. But we made our escape under cover of night when the pirates happened to have relaxed their watch.

The Government is now taking active measures to clear the rivers of pirates and Admiral Chen Chak has sent a dozen gunboats to patrol the West River. A few junks are now running in convoys for the sake of affording mutual protection.

EXPEDITION TO NORTHERN
KWANGTUNG.

FEAR OF THE "IRONSIDES."

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 8.

Brisk fighting is reported near Nanning, on the northern border of Kwangtung, between Canton Government troops and the remnants of Hsu King Tong's army who fled there from Swatow and the East River. Some fourteen regiments are engaged against the rebels, who are said to be six regiments. Ten of the loyal regiments are from Kwangtung and four from Fukien. During the past few days four regiments under Colonel Heung Hon Ping have been rushed to Shui-kwan from Canton by the Canton-Hakow Railway, and are now marching towards Nanning.

Many rumours have arisen in connection with the expedition to northern Kwangtung. It is said in the streets of Canton that Chang Fat Fui and his "Iron-sides" are preparing to return to Canton and that the expedition is in reality against him, also that the "Iron-side" leaders have come to agreement with General Chen Ming Shu, the report of whose difference with General Chen Tsi Tong has been alarming the people. It is argued even in local military circles that it does require 14 regiments to crush the remnants of Hsu King Tong's army.

ROUND THE COURTS.

REVENUE OFFICER'S
COMPASSION.

Sympathy for a woman whose baby was born only a month ago was the ground on which Revenue Officer Grimmitt accepted a bail of \$1,000 from her when he discovered twenty-six tins of opium in her house at No. 29, Sai Street.

Mr. Grimmitt explained to Mr. E. W. Hamilton, before whom the woman was to have appeared, that though the bail was inadequate he thought it better to accept it than to make the woman go to prison pending the hearing of the case.

It was explained that the woman's husband, an opium dealer, had disappeared, but that the authorities were keeping a look-out for his return.

The bail for non-appearance in Court was confiscated.

REFUGEE'S IGNORANCE.

The Rev. Gies of the Basel Mission pleaded for leniency on behalf of a refugee passing through Hong Kong, who was charged before Mr. T. S. Whyte Smith with cruelty to a duck, it being alleged that the defendant carried it suspended by its legs.

Mr. Gies stated that the defendant had arrived from the country where he had been robbed and where one of his brothers had been shot. He had been here only two or three days and was on his way to British North Borneo for shelter. The Police stated that the defendant had spent a whole day and night in the cells. His Worship registered a caution.

SEVEN CENTS, BUT

Seven cents is not a big sum, but it was of sufficient importance to two men to bring them before Mr. T. S. Whyte Smith on a charge of disorderly conduct.

The Police stated that the two men fought over this sum, and although it was not a serious fight, a huge crowd gathered to see it and caused an obstruction.

Both defendants pleaded guilty and were bound over in personal bonds by the Magistrate.

WATER FOUNTAIN SQUABBLE.

A fine of \$5 was imposed on a Chinese who pleaded guilty to assaulting two women at a street fountain. His Worship tried to ascertain which of the parties originated the trouble but the closest questioning failed to elucidate the tangle of charge and counter-charge. The man, however, admitted having assaulted the women.

THIEVES SENT TO PRISON.

Mrs. P. Remedios, of No. 331, Nathan Road, was one of the three persons who appeared as complainants against two Chinese who were charged with a number of petty larcenies.

Both defendants pleaded guilty. The Police stated that the first defendant was arrested as a result of investigations into the pawning of a clock. The man was seen in the streets and was recognised by a pawnbroker. The first defendant then led the Police to the second defendant.

The first defendant was sentenced in all to nine weeks hard labour, while the second defendant, who had a previous conviction for stealing against him, was given sentences totalling eighteen months.

NEW FRENCH CONSUL IN
SHAMEEN.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, July 8.

The new French Consul to Canton paid a formal visit to General Chen Ming Shu on Sunday morning, having formally assumed office in the French Consulate on Sham-shan on July 4. The Consul had a long and friendly talk with General Chen Ming Shu, upon topics affecting the development of trade between Kwangtung and Annam.

KWANGSI CAMPAIGN
ENDED.

(Nam Chung Pao.)

According to a telegram from Changsha, General Ho Chien, the Commander of the Hunanese troops has decided to proceed to Kweilin from Yunghow to negotiate with the Kwangsi military leaders. The expedition against the Kwangsi rebels is now ended. The Hunanese troops under Wu Sang and Liu Chien Shui will advance no further.

THE OLD TROUBLE.

WIFE AND CONCUBINE.

NOTOR DRIVER'S DILEMMA.

Before Mr. E. W. Hamilton yesterday a Chinese living at No. 20 Li Tung Street and described as the owner of a public car, was summoned by his wife for maintenance.

The woman told the Court that she was married eleven years ago and that she was quite happy with her husband until five years ago when he took a concubine. Complainant said that she had lived on and off in the country and during the past two and a half years while she had been away, the defendant had sent money to support her.

In March last she received no further money so she came to Hong Kong with her two children and lived with defendant and his concubine. They jointly assaulted her one day and she reported the matter to No. 2 Police Station. She was obliged to leave him because in addition to assaulting her, he did not give her any money and she had to borrow from friends to keep herself and her children.

On leaving the defendant, the woman lived with her mother-in-law until June 14, when she went to stay with her own brother. The defendant had caused trouble at his own mother's house, beating witness with a cane on one occasion.

The defendant claimed that his wife left him without notice and thereby more or less abandoned. He was in a bad way financially as his motor car was not earning much.

His Worship said that if the defendant's business was not good he could not run two homes, so he gave him a week in which to decide either to allow his wife and her children to live with him or to pay her \$15 a month.

"You will have to support your wife properly even if I have to sell your car," said his Worship. The defendant was told to think over the two courses left to him and added: "If you fail to support your wife after I have made the order, I shall have the greatest pleasure in sending you to prison."

TYPHOID.

M.O.H. GIVES LIST OF
PRECAUTIONS.

Though there is no real danger of an outbreak of typhoid in the Colony there is a possibility of such a contingency and it is just as well to be on the safe side and to carry out the following precautions laid down by Dr. Fawcett, the M.O.H.:

- 1.—Boil all water, including main water.
- 2.—Eat no uncooked vegetables, or fruit that cannot be peeled.
- 3.—If eating grapes, or similar fruit, wash them in permanganate of potash, or chlorinated water.
- 4.—Be inoculated with T.A.B. against typhoid.
- 5.—Avoid ice cream, except that served by the most reputable firms.
- 6.—Do not put ice in drinks, or take it in the mouth.
- 7.—Avoid all shell fish and all uncooked flesh of fish.
- 8.—Remember that if you drink contaminated water on a full stomach, you have less chance of catching typhoid than if you drink it before a meal.

NEW SOLICITOR ENROLLED.

MR. F. C. E. RENDALL.

An application for the enrolment of Mr. F. C. E. Rendall as a solicitor and notary was made by the Attorney General (the Hon. Sir Joseph Kemp, K.C.) at the Supreme Court yesterday before the Chief Justice (Sir Henry Gollan). The Attorney General said that all the requirements of law had been complied with except that the customary four months' notice to the Hong Kong Law Society had not expired. Notice had in fact been given on April 5, and the Law Society and the Registrar did not wish to raise any objection.

His Lordship granted the application and wished Mr. Rendall success in his profession.

Mr. Rendall is associated with Messrs. Russ and Company.

CROWN LAND SALES.

KOWLOON PLOTS DISPOSED
OF YESTERDAY.

There was some brisk bidding at the sale by public auction yesterday afternoon at the Crown Land Office of New Kowloon Inland Lot No. 1248, which was sold to Messrs. Li Wah Sing, Chu Sum Wing and Yau Ping Fung of 139 Ki Lung Street for \$22,700. The upset price was \$18,720. The land has an area about 12,480 sq. feet with an annual rental of \$88.

Kowloon Inland Lot No. 9200 situated at Tung Choi Street was sold to Messrs. Luk Yau and J. Guerin of 7, Duddell Street at the upset price of \$4,000. The area is about 3,998 sq. feet, the annual rental being \$46.

THE WATER SHORTAGE.

OFFICIAL STATEMENTS.

(Continued from Page 4.)

I would again emphasize the fact that an increase of the supply via Tyam Tuk Pumping Station cannot be used to obviate the necessity for a supply by Tanks on the sea front. We cannot hope to obtain enough water to give an increased supply through the mains and such water as we can obtain through the Tyam Tuk pumps must be utilized to conserve the diminishing supply in the reservoirs for the benefit of those areas which cannot possibly be supplied from Tanks on the sea front.

Emergency Measures.

The following is a brief summary showing the progress made in regard to emergency measures:—

The number of lighters requisitioned for service is 15 having a total tonnage of 1,950 tons.

Eight water boats are now engaged in the transport of water to Tanks, having a tonnage of about 1,500 tons.

The "Fu Kwong," the Tanker chartered for the Water Emergency Service, is capable of bringing 1,100 tons of water from Wangmoon and of doing two trips every three days.

With the Admiralty Tug Cherub and the steamers Paul Beau and Charles Hardouin, a supply of 1,500 tons daily should be obtainable from this source.

The quantity of water obtainable from steamers in transit through Hong Kong is approaching 750 tons a day.

Arrangements for the chlorination of all the supplies from nullahs and wells are in hand to meet the requirements of the Hon. Director of Medical and Sanitary Services. Twenty-four nullahs will be supplied with the necessary equipment for this purpose. Nine well supplies are being similarly treated and a considerable supply from these sources will shortly be available.

The Wangmoon scheme originally proposed is being re-considered by the Shipping Sub-Committee who are considering alternative proposals to overcome the difficulties which would be experienced with small craft during bad weather conditions. Coasters have been suggested to take the place of Water Boats, lighters and tugs. Their introduction will necessitate obtaining water from higher up the Canton Delta as the draught of vessels going to Wangmoon cannot exceed 10 feet. The Shipping Sub-Committee will doubtless deal with this matter in their report.

I should like to take this opportunity of acknowledging and thanking the Shipping Sub-Committee in particular, and the Emergency Committee in general, for their kind and valuable assistance.

SUPPLIES FROM WEST
RIVER.BY COASTERS AND NOT TOW
BOATS.

Mr. R. Sutherland, O.B.E. said: Mr. Southern and Gentlemen, I desire in the first place to voice the appreciation of the Sub-Committee for the acquiescence of the Government to their suggestion that a small executive body be formed. This move has been of considerable help in dealing with the many matters engaging the attention of Mr. Williamson who will later speak on the general work of the Central Control Office. With regard to the remarks of the Hon. Director of Public Works regarding Tankers I would say for the information of the meeting that the figures quoted were prepared in consultation with a member of this Sub-Committee who has had many years experience of management of such craft. It will be remembered that at our last sub-Committee meeting it was arranged that a visit should be made by a few members of our Committee to Wangmoon. The position at that time was that the Government were considering an important scheme for conveyance of the major portion of supplies from the Wang Moon River. The Party left for the West River by the Kau Sing on the morning of July 20, returning the same evening. Amongst others we took with us Captain Thomas, who has had many years experience in navigating these waters and has actually run occasional trips with lighters to the West River.

Piloteage Difficulties.

As a result of our general survey of the conditions it became unpleasantly obvious that the navigational difficulties, to say nothing of the risks during typhoon weather, were such that it was decided to recommend the Government to seek supplies of water from other sources. This opinion has been justified by recent difficulties with the tanker Fu Kwong which was recently ashore in the vicinity of Wangmoon for over 48 hours. We had to consider also the difficulty of looking after so many lighters at both ends of the Service during threatening typhoon weather and during actual storms. As an alternative we are now engaged in formulating a scheme for the employment of handy-sized coasters, which would be able to carry over 2,000 tons of water on a draught of 15' to 17'.

Wangmoon Difficulties.

As regards Wangmoon these craft owing to restricted draught at the Bar would only be able to carry some 600 to 800 tons so that a new source of supply in the Canton River where there is sufficient depth of water for a deep loading has been investigated and from preliminary tests it would seem that the water is in every respect as satisfactory as that obtained inside Wangmoon. In consultation with the Government, therefore, it may be possible to place alongside a pipe line at Tyam Tuk water which could be delivered by coasters as quickly as the Government can cope with it with their pumps. This amount I am given to understand would be about 5,000 tons per diem.

Advantages of Coasters.

The great advantage of substituting coasters for lighters is of course that they are self-contained units, can look after themselves in typhoon weather, and operate on many days when lighters would require to remain in shelter. Such coasters as are taken up would require to be sub-divided in their lower holds and injection valves fitted, and this matter is now engaging the attention of the Government Marine Surveyors and the owners of certain craft with which we have already obtained firm offers. I would also like to mention that we have received offers of contracts from the Netherlands Harbour Works in connection with supplies of water by tugs and lighters and this is at present being investigated by the Executive Committee. I trust that my remarks may be helpful to you to grasp what we have in mind for the future and would mention that we have not been able to advance further than we have done pending a definite decision from the Government as to how they will relieve us of the water which we bring to the Colony. Tentative arrangements, however, are well advanced and completion of Government schemes should with luck coincide with the time when further floating craft will be ready for service. In conclusion it is important to mention that by using coasters as indicated the cost of conveyance of water either to the Harbour or to the Tyam Tuk Pumps will be very moderate.

CONTROLLER OF IMPORTED
WATER SUPPLIES.LIGHTERAGE, PUMPING AND
SOURCES OF SUPPLY.

Mr. Williamson addressed the meeting as follows:—

The Control of imported water was authorised by His Excellency the Governor on July 1 and the Control Office was opened in the Post Office Building on that date, up to that time Mr. Rouse and Mr. Fraser had been directing the water to destinations as required. These Officers are still doing very valuable work and it has also been necessary to engage extra assistance with a view of getting together an Organisation capable of handling anything that may be required.

We have up to the present been concentrating on building up a lighterage, towage and pumping service which is necessary to be able to handle the amounts of water now coming forward in order to minimise the possibility of delay to vessels carrying water to this port from outside sources, and whose owners have been good enough to carry the water freight free.

During last week we landed 13,700 tons which amounts to 3.07 million gallons and from what I can see there will be no difficulty in increasing these amounts very considerably.

Water From Whampoa.

We have gathered much useful information from the working of the Fukwang which will be of great assistance in the development of the Wangmoon or other West River source of supply. At the present time this vessel is engaged on transporting a trial cargo from near Whampoa. Captain Thomas has already drawn samples from this area and the analysis was quite favourable. The advantage is that we can work coastal vessels or tankers with a draft of 17 to 18 ft. which means a decided difference in cost of transportation and also greater regularity of supplies during uncertain weather conditions.

We have under consideration several vessels which are likely to fulfil requirements in this direction.

It seems that the supplies from outside sources could be eased slightly at the present time and the local sources of supply especially Tsun Wan and Sam Chong could be developed in order to minimise waste of water which is much cheaper than the water we are importing from other sources.

I am of opinion that a suitable steamer service can be arranged at short notice when the water can be dealt with more quickly on the Island.

(Continued on Page 10.)

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	LISEITE ...	WALTZ
5360	I FAW DOWN ...	Fox-Trot
	A DICKY BIRD TOLD ME ...	"
5361	MY MAN ...	"
	SECOND HAND ROSE ...	"

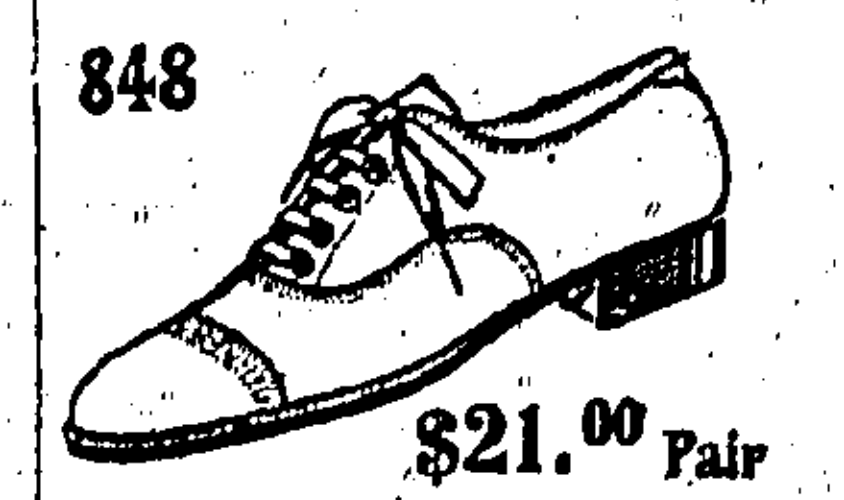
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TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the MERCHANTS BANK OF INDIA, LIMITED, intends at an EARLY DATE to apply to the LEGISLATIVE COUNCIL OF HONG KONG for a Bill to extend for a further period the powers granted by the MERCHANTS BANK NOTE ISSUE ORDINANCE 1911 to the MERCHANTS BANK OF INDIA, LIMITED, to make, issue, re-issue and circulate NOTES in the Colony.

Dated this 1st July, 1929.

C. L. SANDES,
Manager.
[8080]

HONG KONG AMUSEMENTS, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the QUEEN'S THEATRE, QUEEN'S ROAD CENTRAL, on WEDNESDAY, 24th JULY, 1929, at NOON, for the purposes following, namely:

- To receive and consider the Annual Statement of Accounts and the Report of the Directors for the Year ended 31st March, 1929.
- To elect retiring Directors and Auditors.
- To sanction the Declaration of a Dividend.
- To transact any other Ordinary Business of the Company.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 24th day of JULY, 1929, Both Days inclusive.

Dated the 6th day of July, 1929.

By Order of the Board,
CHAS. S. ROSSETT,
Secretary.
[8076]

IN THE SUPREME COURT OF HONG KONG.

IN THE MATTER OF THE ESTATE OF JOHN P. SOMERVILLE, LATE OF S.S. "CHURN CHAU," VICTORIA, IN THE COLONY OF HONG KONG, CHIEF OFFICER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897), made an Order Limiting the Time for sending in Claims to or against the above Estate to the 2nd DAY OF AUGUST, 1929.

Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above Date.

Dated this 6th day of July, 1929.

C. D. MELBOURNE,
Official Administrator.
[8081]

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OF

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MERCHANTS

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MANUFACTURERS

IN THE

FAR EAST.

LARGE EDITION (WITH

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.45 p.m., stated:—

A weak anticyclone is situated to the north-east of the Bonins. A depression covers Tongking. The typhoon is situated to the east of the Bashi Channel, moving N.W.

Local Forecast:—Westerly winds, moderate, fair, some local thunder storms.

The Typhoon.

The American Consulate-General has sent us the following typhoon warnings from the Manila Observatory:—
Manila, July 7, 11.30 a.m.—Typhoon in about 125deg. Long. E. and 20deg. Lat. N., moving N.W.
Manila, July 8, 9.30 a.m.—Typhoon in about 125deg. Long. E. and 21deg. Lat. N., moving N.W.
Manila, July 8, 5 p.m.—Typhoon in about 125deg. Long. E. and 22deg. Lat. N., moving N.W.

BIRTH.

FISHER.—On July 6, at the Wellington Nursing Home, Tientsin, to the wife of T. J. FISHER, a daughter. [8082]

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The Daily Press.

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HONG KONG'S LAME DUCK.

The sad fate of the man who tried to hustle the East is well-known. It was not in Hong Kong that the rash attempt was made, but the result would have been precisely the same had the foolish fellow been in this Colony. Fully five months have passed since the capabilities of the Kau Sing were the subject of considerable comment, most of it unfavourable. Four months ago the Colonial Secretary announced that the Government had instructed the Harbour Master to submit a report on the vessel. After an interval of two months that report was published, and within the next few days the Chamber of Commerce announced that it was preparing a statement for publication, replying to certain criticisms of "Hong Kong's Lame Duck" which appeared in our columns. All this happened early in May, and we have been first patiently and then impatiently waiting to know what the Chamber of Commerce had to say regarding its share in the matter. At last the statement has been published—and let us admit to once that the delay is not the fault of the Chamber. The draft of its report was practically finished early in May, but could not be completed until replies to certain questions had been received from the Government. Administrative machinery always works slowly, if not surely, but eventually the desired information was forthcoming, and the Chamber's report made public. Certain specific statements made by the Harbour Master concerning the Kau Sing are challenged, so we assume the Government in due course will publish that gentlemen's reply. As we shall not expect to see any such statement for at least three months, we propose to review the position in the light of the Chamber of Commerce report.

First of all, it will be advisable to summarise the points raised in our comment last May—that in 1923 the then Harbour Master suggested a twin-screw vessel, with water-tube boilers and oil-fuel, be provided for rendering assistance to craft in the harbour in need of help; that this proposal was passed on by the Government to the Chamber of Commerce for consideration; that a special sub-committee recommended a single-screw vessel with Scotch boilers; that the Government accepted the views of the committee and rejected the proposals of their own harbour officer. These facts are not—cannot be—disputed, but the question asked in these columns

months ago is not yet answered. Why did the Government pass the Harbour Master's suggestion on to the Chamber of Commerce to deliver judgment upon? The gentlemen who negated Commander Beckwith's proposals included two master mariners accustomed to deep-sea ships, a naval architect, a shipbuilder, and a marine surveyor, but no engineer and no man with experience in handling such a craft as that which was under discussion. In the Chamber of Commerce report just published considerable emphasis is laid upon the peculiar and special qualifications of the successful tug-master. Possession of a master's ticket—or even that of extra master—does not necessarily mean the man thus qualified can do the work of a tug-master as well as another who, never having taken a bearing or been on blue water, has spent a lifetime pulling and pushing big ships about in docks and rivers. This is granted, and neither does it follow that a committee on which there is no marine engineer is qualified to judge the comparative merits of various types of engines or boilers. The Government's own officer makes a suggestion in regard to the efficient working of his department. Instead of showing confidence in its executive staff, the Government passes his proposal on to a third party for an opinion, and actually accepts that decision in preference to the views expressed by the Harbour Master.

Plans and specifications for a rescue-tug were accordingly drawn up on lines precisely contrary to those suggested by the Harbour Master, and the ship was built, but by this time another gentleman was appointed to take charge of waterfront affairs. The new Harbour Master declares the Kau Sing is not a success (1) because being a single-screw ship she is difficult to handle in typhoon weather, and (2) it takes twelve hours to get up steam. In other words, the Kau Sing is not suited for the work she is supposed to be capable of doing, simply because she is not a vessel of the type originally proposed. The Government tacitly agrees with the Harbour Master, but promptly passes the responsibility on to the Chamber of Commerce. But the issue is not to be shirked so easily as that. It was the Government who passed Commander Beckwith's suggestion on to a third party for consideration, and it was the Government who accepted the decision of that party in preference to the proposals of its own executive officer. The Harbour Master wanted a twin-screw ship, with water-tube boilers and oil-fuel—a vessel which could get away quickly and be easy to handle. The Government built a single-screw ship with Scotch boilers—a vessel which takes twelve hours to get up steam from cold, and even with banked fires under one boiler cannot safely go out of the harbour until steam has been raised in the other. On the respective merits of single and twin screws experts will agree only to differ, and the untutored layman will hesitate to express any opinion at all. Yet it is accepted as a general principle that a twin-screw ship is easier to handle than one with a single screw, though this is not to say that every ship with two screws is more manageable than any ship with one. Further, in comparing the Kau Sing with Admiralty tugs and similar vessels on the Thames and the Mersey, the fact must not be overlooked that the Kau Sing is expected to do her work at a time when all ordinary shipping activities are suspended by stress of weather. It is precisely at the moment when every other vessel is either safely at anchor or hastily seeking shelter that the Kau Sing has to slip her moorings and "bury her nose in it." How, then, is it possible to compare the simple and straightforward tasks of tugs on the Thames or Clyde with those confronting the Kau Sing when she is called into action? Such a comparison is absurd. We are told that the Hong Kong Naval Yard has turned out the Kau Sing type, and that similar vessels are giving excellent service on the river at

Shanghai—but what of that? It has never been suggested that the Kau Sing is incapable of doing the ordinary work of a tug-boat; what has been suggested is that she is incapable of doing work which would be beyond the capacity of an ordinary tug—the work which Commander Beckwith had in mind when he made the suggestion that a rescue-tug be built, capable of rendering effective service in typhoon weather, at the shortest notice.

After five months of backing and filling, the position is precisely as it was when the Hsin Wah foundered in January ten miles outside the harbour with the loss of three hundred lives. The Harbour Master of Hong Kong has no craft at his disposal capable of proceeding at short notice in bad weather to render assistance to a ship in distress. If it should happen that an accident occurs in fine weather, there is one police-launch capable of answering a call for help; if a disaster happens in weather so bad that the No. 1 typhoon-signal has been already hoisted, then the Kau Sing is able to get away promptly. But if a ship gets into difficulties when only a moderate gale is blowing, the one craft in port at the disposal of the Government which could possibly render assistance is herself unable to get under way in less than twelve hours. And this is not all—having slipped her moorings, the rescue-tug Kau Sing is herself declared to be practically unmanageable in typhoon weather when attempting to get alongside another vessel. The Harbour Master attributes this difficulty to the fact that she is a single-screw ship; the Chamber of Commerce suggest that not the ship but the sailor is to blame. It is pointed out that the officer appointed to navigate the Kau Sing has little opportunity of gaining experience in handling the vessel. This is perfectly true, as it is also true that there is no officer permanently in command of her. The present Harbour Master proposed that a European master mariner be appointed to command the Kau Sing, and train her crew in boat drill and life-saving work. The Chamber of Commerce strongly supported the suggestion, and the Government approved it, but three months later changed its mind and announced that the duties would be performed by one of the boarding-masters attached to the Harbour Office. This decision, we assume, was inspired by motives of economy, like the substitution of Scotch for water-tube boilers, and a single for twin screws, but it is doubtful whether any real saving has been effected by all this, whereas it is quite certain that three hundred lives were lost when the Hsin Wah foundered. The Kau Sing cost the community \$350,000 to build; to keep steam up in readiness to get away within half an hour would cost \$30,000 per annum; to put in Diesel engines would cost \$380,000, less \$25,000 which possibly might be obtained for the discarded machinery. Such a change is obviously impracticable—either we must keep the Kau Sing as she is, with all faults and errors, or dispose of her completely, as she lies. What she would fetch is the open market as a tug is doubtful, but a first-class motor lifeboat of the largest and most powerful type could be bought for \$145,000, possibly less. If the Government cannot afford to purchase such a vessel, possibly the various shipping companies making regular use of the port would be willing to contribute a part, if not the whole, of the cost. In England recently the P. & O. group, the Royal Mail, Union-Castle, and White Star lines generously responded to an appeal by the Prince of Wales to assist the Royal National Lifeboat Institution by presenting lifeboats. There are more than a score of great shipping companies trading in and out of Hong Kong, and \$50,000 from each would give this port a vessel which could render life-saving service all round the clock any day in the year. The Government could certainly afford the cost of maintenance, and we should then have a craft really capable of promptly saving life instead of a lame duck which takes hours to get started on her way, and may even need assistance herself.

News and Views.

The Chinese medical practitioners in the Colony are organising themselves into an association.

"The Belle of Broadway," featuring Betty Compson, may be seen to-day at the Star Theatre.

There was a clean bill of health in the Colony on Sunday according to the report of the Medical Officer of Health.

The June number of the Silver Wolf is to hand and in addition to its usual cheery contributions this number includes several articles relative to the Scout movement which will prove specially interesting.

In our report yesterday of Sunday's Thanksgiving Service at Union Church, Hong Kong, we stated inadvertently that the Matilda Hospital had purchased three grammes of radium for cancer treatment. This, of course, should have read three grains.

A collision occurred on Sunday night between a private car driven by a European lady and a car belonging to H.E. the Governor which was carrying no passengers. No one was hurt though both the cars involved suffered damage. The accident was in Queen's Road East near the junction of Arsenal Street. H.E.'s car running into the other from behind.

There was a robbery at the Yeung Shing Jewellery shop on Sunday night when a Chinese smashed open a glass showcase inside the shop, and succeeded in making off with jewellery valued at \$300. The impudence of the attack took the *felix* by surprise and by the time they realised what had taken place, the thief had had time to make his escape. A description of the stolen jewellery has been given to the Police.

The Hong Kong Tramways Limited have completed the new tram tracks to Happy Valley via the Bowington Canal and we learn that cars will use this route next week instead of going through Percival Street. The delay is due to the fact that certain concrete structures which were laid down by the P.W.D. in Praya East are not quite hardened, and will require at least another week. The new route will be most welcome to Happy Valley residents as there is a certain amount of delay under the present system.

Dame Rumour.

The story that a small child was drowned in a water tank on the Praya is not true. An official of the Water Control Commission remarked grimly, "It takes three days for a corpse to come to the surface, but we should probably have heard of it before then!" A Chinese report that "bullocks were being slaughtered in one of the brick tanks" is also untrue. That they would have had to be winged bulks, like one seen in the British museum, had escaped these scare mongers!

Naval Promotion Prospects.

The half-yearly list of promotions in the Royal Navy includes ten Commanders who advance to the rank of Captain, and twenty-five Lieutenant-Commanders who secure the much-sought-for "brass hat." The Lieutenant-Commander promotion zone now consists of officers of the New Scheme who were initially trained at Osborne and Dartmouth Naval Colleges. A "team" of youngsters joining simultaneously consisted of some seventy would-be Admirals. Of these some ten leave after a year's trial run. Of the 180 who seriously embark on a naval career every year about 120 (taking promotions to Commander E. into account) are left at the first selective promotion, so the anxiety on entering the Lieutenant-Commander "promotion zone" may be imagined. Every list causes surprises and bitter disappointment. When one remembers that now only some score of officers reach Captain's rank every year, and further that an extremely small proportion who struggle on to flag rank are ever employed at sea, it will be realised that the principle of the survival of the fittest is carried to an extreme length. In point of fact, many of the ablest naval officers step into shore jobs, notably in armament firms, sooner than face the extreme hazard of attaining success commensurate with their abilities. As to those who "get there," some are marked out for it at their first term at Osborne. And the others—well, the Iron Duke himself was notoriously stupid boy but developed late.

CORRESPONDENCE.

INFANT MORTALITY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I have read with much interest the leading article contained in your to-day's issue under the heading "Begin at the Beginning," in which you referred to the question of infant mortality in Hong Kong and the correlated subject of Infant Welfare Clinics.

Whilst I agree that there is in Hong Kong scope for radical improvement as regards such questions, I feel, however, that there are some facts which may not have come to your knowledge.

To begin with there are a number of maternity hospitals or clinics in the Colony, and I think I am right in saying that, in all these places, before the mother and her baby leave, the former is always instructed in the elementary principles of infant hygiene, and is encouraged to bring the child back for treatment should any unfavourable symptoms develop.

In the Tung Wah Maternity Clinic the number of confinements during the year 1928 was 1,885, and the number of confinements which have taken place this year up to date is 581.

In April this year Dr. M. Wong, the Superintendent of the Western Department of the Hospital, inaugurated an Infants' Welfare Clinic, at which, every Wednesday afternoon, he and his wife, who is a qualified doctor in Canton and who gave to the Hospital gratuitously the benefit of her experience and services, together with nurses, attended the infants, weighed them, and kept detailed medical data of them, gave them medical treatment where necessary, and advised the mothers as to bringing up their children. Since Dr. Wong's departure on account of ill-health a few weeks ago this work is being continued under Dr. Lai Kwong Yuk, and the Hospital's nurses.

The following figures of the number of cases treated each week are interesting as showing the growing appreciation of the public of the value of the Clinic:—

	Number of Cases.
April 24	3
May 1	10
" 8	8
" 15	18
" 22	21
" 29	23
June 5	29
" 12	31
" 19	38
" 26	46
July 3	53

Yours faithfully,

M. K. LO,

Chairman of Directors.

Hong Kong, July 8.

Looking Back 25 Years.

A motor-launch in Hong Kong harbour is something of a novelty. We believe Messrs. Blackhead & Co. have at present the distinction of owning the only launch of the kind in the waters of the Colony, but it will be seen from an advertisement appearing to-day on our front page that the Truscott Boat Manufacturing Company, of St. Joseph, U.S.A., a firm which has recently opened an agency in Shanghai, has a sample motor-launch now in the harbour for inspection by anyone interested. The boat is 21ft. in length has a 3 h.p. motor, and is capable of travelling eight knots an hour. Undoubtedly for small craft at least, the motor-launch has many advantages over that driven by steam, and in quite recent years has rapidly grown in popularity in Europe and America. The launch which Mr. Janson, the Shanghai representative of the Truscott Boat Company, has brought from Shanghai uses gasoline as its motive power, and those who have been out in the launch have been greatly impressed by its capabilities and particularly by its advantages over the steam-launch in the matter of cost. It is well worth inspection.—*Hong Kong Daily Press*, July 9, 1904.

Looking Back 50 Years.

If it be true, as reported by Reuters, that the British officers employed under the Japanese Government have been dismissed, we shall have some disappointed naval officers coming home again. Not a few have occupation at the Naval College, and on board the training-ship. But perhaps the Japanese Government is taking a lesson from the Chinese, which so coolly dispensed with the services of Captain Luxmore when they thought they had gained enough information as to "how it is done" in the English Navy. Both the Japanese and the Chinese have not been slow to make use of our Navy as a training school, and at this time there are three officers of the first-manned nationality on board our ships, and as many as eleven Chinese. But they are very jealous of having any of our officers in their own Government establishments.—*Hong Kong Daily Press*, July 9, 1879.

YEN HSI SHAN'S RECOVERY!**CHANG HSUEH LIANG WORKS WONDERS!****FUTURE PLANS.**

[THROUGH REUTER'S AGENCY.]

Peking, July 8. Chang Hsueh Liang's arrival appears to have been the signal for Yen Hsi Shan's rapid recovery. On Sunday it was stated that probably he would be able to leave hospital in a few days, but as soon as Chang Hsueh Liang arrived last night Yen Hsi Shan went to his hotel to speak with him before the arrival of Chiang Kai Shek who was in the Western Hills.

This morning all three leaders have been in conference at the Hotel de Pekin.

Conference Decisions.

PEKING, Later.

Yen Hsi Shan was literally "captured" by Pressmen when he left the conference this morning. He admitted he had abandoned his plan to go abroad till reorganisation was over and the Kuomintang troops satisfactorily disbanded, which he considered would take three months. He also said he would be in charge of this demobilisation work.

He stated he was returning to Tanyuan as soon as Chiang Kai Shek left Peking.

Queried as to Feng, Yen said the Kuomintang leader was sending a delegate to Chiang to inform him that Feng was agreeable to a postponement of the Yen Feng trip. Yen thus implied that Feng would not go abroad alone.

Yen refused direct answers to many questions, but implied that Feng would stay in Shansi till his departure abroad.

SHANGHAI-NANKING AIR MAIL.**INAUGURATION OF NEW SERVICE.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 8. The first regular daily Shanghai-Nanking air mail hopped off to-day at noon, carrying 400 pounds of letters. It arrived at Nanking before 2 p.m.

The plane is a five-passenger Stinson-Detroit machine, piloted by Captain Henderson, an ex-R.A.F. pilot.

RAILWAY CHIEF'S VISIT.**A WEEK IN SHANGHAI.**

[D.P. Special Service.]

Mr. Henry W. Kinney, advisor to the South Manchuria Railway with headquarters at Dairen, is expected to go to Shanghai on the 8th, remaining there until the 14th.

He recently completed a trip around the world.—United Press.

CHECKING RUM-RUNNERS.**CUSTOMS RAID ON A SHIP.**

[D.P. Special Service.]

Honolulu, June 29.—Hawaii Customs officers to-day conducted a raid on the bar of the Matron liner Sierra, bound for the Pacific coast from Australia, and seized between 30 and 40 bottles of beer, wine and other liquor.

The recently provided Customs fine of U.S. \$20 a bottle for transporting liquor will probably be imposed upon the ship.—United Press.

U.S. AMBASSADOR TO JAPAN.**PRES. HOOVER'S OFFER.**

[D.P. Special Service.]

Washington, July 8. It is understood that President Hoover, for the third time, has offered the Ambassadorship in Japan to Mr. Herbert Work, his campaign manager.

Mr. Work, it is thought, is inclined to accept the offer.—United Press.

MR. DWIGHT DAVIS IN MANILA.**HIS POLICY AS GOVERNOR-GENERAL.****INDEPENDENCE QUESTION NOT DISCUSSED.**

[D.P. Special Service.]

MANILA, July 8. In the midst of a torrential down-pour, Mr. Dwight Davis, new Governor-General of the Philippines, landed here to-day.

The day had been declared a legal holiday, and thousands assembled at the pier to see the President Taft arrive, escorted by flag-bedecked tug boats.

Subsequently in his inaugural speech, Mr. Davis avoided speaking on the subject of Philippine Independence, saying that the determination of the political future of the Philippines was not within the province of the Governor-General.

He emphasized the fact that a public office was a public trust, and announced that dishonesty to the Government will be fearlessly suppressed.

He expressed himself as opposed to the restriction of duty-free imports from the Philippines into America.

Further, he would work for a more extensive health programme, more schools, better living conditions, the construction of roads, waterworks, harbours and railways, and the development of irrigation projects.

All this would be done in co-operation with the leaders of the Philippines.—United Press.

AMERICA TO ROME.**ANOTHER LONG FLIGHT ATTEMPTED**

[REUTER'S AMERICAN SERVICE.]

OLD ORCHARD, Me., July 8. The airman Roger Williams and Lewis Yancey, whose attempt to race Aesolant and Lefevre across the Atlantic was frustrated owing to the crash of their plane the "Green Flash," took off to-day for a flight to Rome on a Bellanca monoplane the "Pathfinder."

KING'S CUP DETAILS.**LADY PILOTS FINISH THE COURSE.**

[BRITISH WIRELESS SERVICE.]

ROBRY, July 7. The King's Cup winner Flt.-Lt. Atcherley, and his navigator (Flight-Lieutenant Stainforth) are both members of the British Schneider trophy team and are in training for the great international seaplane race next September.

The winner's average speed over the whole course of 1,176 miles was 150.3 miles an hour—a record for the course.

The average speed by Lieutenant Richardson was 100.2 miles per hour—a very remarkable performance for a light machine.

All the three women competitors—Miss Spooner, Lady Bailey and Mrs. Butler—completed the course.

Yesterday, Lord Thomson (Minister for Air) flew to Heston Air Park, where the race finished and formally declared it open. It promises to become one of the main private flying centres near London.

ROUND-THE-WORLD LINERS.**DOLLAR COMPANY'S PLANS.**

[D.P. Special Service.]

SAN FRANCISCO, June 30. Four round-the-world Dollar liners are slated for reconditioning on a basis of the \$1,125,000 loan recently authorized by the Shipping Board, and Dollar authorities state that this work is to include both the fitting and furnishing of additional passenger accommodations and installation of deep tanks for carriage of bulk oil on three of the ships.

It is pointed out that the loan in this instance should not be confused with the application for six fast new ships for the round-the-world service.—United Press.

FOREIGN EXPORTS TO CHINA.**AMERICAN FIRMS DEAL DIRECT.****CHANGING CONDITIONS.**

[D.P. Special Service.]

WASHINGTON, July 7. An official publication of the Department of Commerce describes as a "notable development" the increasing participation of Chinese firms in foreign trade which was until recently handled almost entirely by non-Chinese.

This publication emphasizes the keen competition and increasing importance of Chinese imports.

Exporters say that the establishment of Chinese cotton mills has hastened this tendency.

A leading automobile manufacturer recently made private announcement, according to the publication, that he is placing agencies in the hands of Chinese firms wherever conditions permit.

While this situation is not seen as boding doom for foreign firms in China, it probably foreshadows gradual disappearance of the smaller foreign concerns in the smaller ports, in the opinion of the Department.—United Press.

STEAMERS IN DISTRESS.**PASSENGERS RESCUED.**

[THROUGH REUTER'S AGENCY.]

POSTA DELGADA (Azores), July 7. The Dutch liner "Leerdam," which was proceeding to Havana, struck a rock.

She landed her 130 passengers but re-embarked them and is now proceeding to Fayal, in the Azores.

Coastal Steamer In Trouble.

NEW YORK, July 7. Whilst the National Broadcast Company was relaying the Thanksgiving service from Westminster Abbey it was startled to hear the S.O.S.

It transpired that this was sent out by a coastal steamer "Prince George," with 350 passengers on board, which was in collision with a coastguard cutter 65 miles east of Boston.

Several boats, including the "Albertie" and the "Seythia," proceeded at full speed to the rescue, but a later wireless message indicated that the passengers had been transhipped to the coastguard cutter, which was not seriously damaged, and that both vessels were proceeding to Boston under their own steam.

Collision In A Fog.

LATER. The steamer Prince George has arrived at Boston, conveyed by two cutters.

Her bows are holed and her fore-hold full of water. Passengers were landed safely.

The collision occurred in a dense fog.

AMERICAN TARIFFS.**DEMOCRATS' STRONG CRITICISM.**

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 7. The enactment of the American valuation plan, which would allow the President to raise or lower duties at his own discretion together with the flexible provisions as contained in the pending Tariff Bill, would make the President "not only an autocrat of the breakfast table but of the dinner and supper tables," is the opinion of the Democratic National Committee.

Senator King declares that it would pave the way for the "exploitation of the people" and permit the President to increase the duties by 50 per cent.

MISSING PLANE.**"UNTIN BOWLER" A MYSTERY.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 7. The amphibian "Untin Bowler," which left Lake Michigan, has become a mystery.

According to a message from Port Burwell, Quebec, she is believed to be in Hudson Strait, where despite the big amphibian plane "The Union Bowler" took off from Lake Michigan for Berlin on July 8.

KING'S PROGRAMME CHANGED.**MEDICAL MEN AGAIN CALLED IN.****A RE-ASSURING BULLETIN ISSUED.**

[BRITISH WIRELESS SERVICE.]

ROBRY, July 7. Thanksgiving services for the King's recovery were held in churches throughout the Empire to-day. Most of them were modelled upon the service held in Westminster Abbey, at which the King himself, together with the Queen and eight other members of the Royal Family, was present.

By the King's express desire, the service was unaccompanied by formal State ceremonial and was as simple as it was extremely impressive.

Although the principal statesmen of the country, corps diplomatique and a large number of representative people were present, there was an absence of uniforms and the nave of the Abbey was filled by the general public.

The service was relayed through the Broadcasting Corporation to the whole country and many churches, equipped with wireless receivers, incorporated the Abbey proceedings in their own services.

Everywhere, on the King's suggestion, the offertories were devoted to hospitals.

His Majesty has sent a message to the Archbishop of Canterbury expressing thankfulness and satisfaction that his earnest desire to join with his people in thanksgiving has been accomplished.

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Sandringham Trip Held Up.

[THROUGH REUTER'S AGENCY.]

LONDON, July 8. A bulletin issued from Buckingham Palace at 11.30 this morning stated:—

"The King was not fatigued by the ceremony at the Thanksgiving Service."

"Though His Majesty's general health is good, the condition of the sinus in the right chest has not made satisfactory progress."

"In order to gain assistance a further X-ray examination will be made, and His Majesty's departure to Sandringham (which was to have occurred to-day) has been postponed for a short period."

(Signed) STANLEY HEWITT, HENRY MARTYN, HUGH RIGBY, DAWSON OF PENN.

No Cause for Alarm.

It is understood the King is not confined to bed and the postponement of the visit to Sandringham is in no way connected with the King's attendance at the Thanksgiving Service.

Lord Dawson saw the King last night, after which an X-ray examination was decided upon. It is understood the doctors wish to be thoroughly satisfied there will be no recurrence of the abscess.

His Majesty's temperature has not risen, and it is emphasised that there should be no alarm, as the trouble is purely local.

IRON AGE TOMBS UNEARTHED.**FINDS IN PALESTINE.**

[THROUGH REUTER'S AGENCY.]

JERUSALEM, July 7. Three Iron Age tombs have been unearthed at Tell el Nasbeh, the probable site of the Biblical Mizpah, to the north of Jerusalem, by an expedition of the Pacific School of Religion, Berkeley, California.

Pottery, beads, and jewellery, dating from about 900 B.C. were found in the first tomb.

The second tomb contained coins dating early in the First Century of the Christian era in the reign of Archelaus, whilst the third tomb held an uncommonly rich assortment of pottery including a unique beehive-shaped jug, incised with spiral ornamentation and with a short neck and mouth simulating a deer's head.

A definite date may be assigned to the find when the Egyptian scarabs belonging to it are studied.

MINING COMBINE'S SUCCESS.**BIG INCREASE IN EXPORT TRADE.****A MIDLANDS SCHEME.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 7. A very successful year's working is described in the first annual report of the Central Collieries Commercial Association, known as the five countries coal scheme, which was formed in April, 1928, to secure co-operation in the production and marketing of coal.

The Association represents 90 per cent. of the collieries in the Humber, Trent, and Mersey basins, with an area as big as the Ruhr.

The export trade increased in the year from 2,580,000 tons to 4,700,000 tons.

In order to recapture markets the Association levied three-pence on every ton mined by the members of the Association, with which it subsidised all exports.

The regulation of output prevented a fall in pithead prices. The Association is endeavouring to avoid either a shortage or a surplus.

The report mentions that the collieries in the area which did not join the Association reacted detrimentally on the Association's work.

BRITISH CAPITALISTS OBTAIN RIGHTS.**WATER POWER IN MANITOBA.**

[D.P. Special Service.]

OTTAWA, Ont.—Official announcement is made by the Department of the Interior that a priority permit to develop White Mud Falls has been granted by the Dominion cabinet to the British Dominion Power Company (Canada), Limited.

The company is incorporated in the province of Manitoba.

The permit is to continue in force for one year and if at the end of that time the company is prepared to proceed with development a lease will be issued.

Sir Reginald Brade, G.C.B., one of the members of the British syndicate, was in conference here with Hon. Chas. Stewart, Minister of the Interior.

The priority permit on the White Mud Falls power site was issued by the Dominion authorities following out the expressed desire of the Manitoba Legislature which passed a resolution introduced by Premier John Bracken asking that this action be taken.

Sir Reginald Brade, it is understood, will leave immediately for England and on his report plans will be formulated by the British capitalists respecting policy and development of the site.

When the White Mud Falls power development scheme was before the Manitoba Legislature, Premier Bracken explained that the British interests expected to spend from \$50,000 to \$75,000 on a preliminary investigation of the falls, but first required a priority permit. Initial development would be about 40,000 horse power and complete, about 200,000 horse power. The falls are located almost directly north of Lake Winnipeg and approximately 350 miles from the city of Winnipeg.

AMSTERDAM CONVENTION.

[D.P. Special Service.]

NEW YORK, June 29.—A resolution will be offered by the American delegation to the International Chamber of Commerce convention at Amsterdam next month providing for a boycott of any signatory nation violating certain provisions of the Kellogg Treaty against war, it was learned to-day.

Thomas Lamont, the banker, heads the delegation for the United States.—United Press.

SEARCH FOR CURE OF CANCER.**U. S. SENATE COMMITTEE DUBIOUS.**

WASHINGTON.—The Senate Commerce Committee, which had been authorized to seek a method whereby the United States Government could assist in the discovery of a cure for cancer, have announced that science might never find a cure.

At least, however, the committee felt that it could learn about most of the "fake" remedies, which were arriving by the dozens.

Ethical specialists have given the committee many valuable suggestions on procedure, the committee announced.

FIREWORKS IN THE PHILIPPINES!**INSULAR AUDITOR IN TROUBLE.****A SENSATIONAL FIGHT.**

[D.P. Special Service.]

MANILA, July 1. The Philippine Supreme Court to-day ordered Ben F. Wright, Insular Auditor, to sign availability papers releasing funds for construction of the Iloilo municipal wharf by the Tan C. Tee Company.

It is expected that Wright will now comply, after a long and sensational fight, in order to avoid further contempt charges.

In connection with the "Tan C. Tee case" as the affair came to be known Wright was once sentenced to jail, and had been threatened with continued imprisonment until the order for issuance of the certificate of availability were issued.

Wright contended there were irregularities which made it his duty as Insular Auditor not to release the money. The battle grew to such proportions that representations were made to Washington asking Wright's recall.—United Press.

MOSQUITOES WANTED!**TO KILL THEIR BRETHREN.**

[D.P. Special Service.]

HONOLULU, June 8. Some of the lay observers appear dubious, but Hawaii is going to import more mosquitoes to make fewer mosquitoes. The promoter of the venture is Mr. C. E. Pemberton, Hawaiian Sugar Planters' Association entomologist, who sent his first shipment from New Britain island on board the tanker General Smuts.

The mosquitoes were received by Mr. O. H. Swezey, Pemberton's associate who started nursing the "bugs" with extreme care after their long journey at sea.

Little Cannibals.

The mosquitoes in question have cannibalistic traits, and when in the larval stage feed on the larvae of other mosquitoes. Mr. Swezey assured sceptical laymen. It is proposed to breed the cannibal mosquitoes and turn them loose to prey on other varieties that find excellent fare in human blood.

Mr. Pemberton, who has been doing research work in New Guinea, the Bismark Islands, and elsewhere recently shipped 50 larvae to Hawaii, half of which survived. During the journey each of the larvae was fed 10 larvae of other species. Eighteen of them grew wings, and as there was comparatively little air space above the water in the test tubes which housed the insects during their voyage most of these perished. One of the full grown mosquitoes, however, survived, and it was taken with the other undeveloped larvae to the H.S.P.A. experiment station for careful nursing.

"Set a mosquito to eat a mosquito" is the entomologists' slogan. They make no promises as to the extent of the reduction in mosquito bites, but they are hopeful. In the meantime they are assuring inquirers the new variety does not like humans.

RUBBISH DUMPER'S NOVEL EXCUSE.**SEARCHING FOR WATCH HAND!**

That he had lost a hand from his watch and was searching for it, among the house refuse was the excuse given by a Chinese who was charged before Mr. T. S. Whyte Smith at Kowloon Magistracy yesterday with dumping rubbish in the streets.

His Worship: I think you must be an optimist if you hoped to find the hand of a watch in the rubbish bucket.

In reply to his Worship, the defendant said that after searching for the missing article he had intended to remove the rubbish to a proper dumping ground.

The Magistrate pointed out that even if he was searching for a lost article he was not allowed to deposit house refuse in the public street. If he had intended to remove the rubbish to where he was permitted to do so he should have taken it there in the first place.

A fine of \$5 was imposed.

Telegrams in Brief.

Two Frenchmen, an architect of Aix les Bains, and an Intelligence Officer in the Rhine Army, have perished of cold within a few minutes of climbing almost to the summit of Mont Blanc during a violent snowstorm. Their guide, with the utmost difficulty, managed to climb down. The bodies have not yet been recovered.

From details of the Soda outrage it appears that the car contained the Prefect of Plovdiv, the Governmental Secretary to the Minister of Public Works and Police officers. Twenty shots were fired and a Police officer was killed.

Seventy-five horses perished in a fire in a three-storey building in New York. The damage is estimated at \$250,000.

Fines totalling 6,000,000 marks were imposed on 17 members by the Cologne court of a band of smugglers who for years defrauded the state by smuggling goods into Germany from Holland.

SMALLER DOLLARS.**NEW AMERICAN NOTES.**

WASHINGTON, D.C., July 1.—The distribution of the new small size paper currency will begin on July 10, barring unforeseen delay. Secretary of the Treasury Mellon has announced. It will be put out through the Federal Reserve Banks and branches of their respective districts. The distribution will proceed in the regular way of replacing worn-out currency, so that for a time the country will have paper currency of two sizes.

Secretary Mellon explained that for a while the circulation of the two sizes of paper bill will inconvenience the general public and he asked for the indulgence and co-operation of the nation in view of the advantages to be gained ultimately.

The first issue of the small bills will include all kinds, except National Bank notes, and all the denominations from \$1 to \$20. Small size good currency and Federal Reserve Notes above twenty dollars will be issued later, while new National Bank notes will probably be distributed beginning about July 15, according to the Treasury Department announcement.

"Greenbacks."

The size of the new currency is six and five-sixteenths inches by two and eleven-sixteenths, slightly more than two-thirds the area of the present paper money. Back designs of the new money will be uniform, regardless of the denomination of the bill, all being in green. A new type of paper has been adopted which has a higher folding endurance and although the small segments of silk fibre have been retained, the segments are scattered throughout the bill and not localised in rows as in the older currency.

An entirely new system of designing on them has been adopted and each denomination will have its own distinctive design, varied only sufficiently to distinguish the five kinds of currency—United States notes, Federal Reserve notes and National Bank notes. The reason for the change in the size of the United States bank notes, according to the Secretary of Treasury, "is that as a test of genuineness, dependence may not be placed on an outstanding characteristic which in itself affords no protection."

With the back of them in green, the face will be printed in black and the Treasury seals and the serial numbers will be printed in the following colours:—

Silver certificates.....Blue.
United States notes.....Red.
Gold certificates.....Yellow.
Federal Reserve notes.....Green.
National Bank notes.....Brown.

On the one dollar bill the back design will be an ornate "one" with the portrait of George Washington on the face. Lincoln's portrait will appear on the five dollar bills. In that designs have been prepared on a denominational basis, much existing confusion will be eliminated and there will be a more effective protection against counterfeiting and fraudulent alterations. In general the designs have been somewhat simplified.

MOTHER'S SACRIFICE.**FROZEN TO DEATH.**

Recently a marble monument was inaugurated at Serrale, a Calabrian village, to the memory of Carmela Borelli, who gave her life for her two little sons.

Returning home one winter's evening this January they were caught in a snowstorm, and the only hope of safety was to creep into some thick bushes.

Several hours later peasants heard the children crying; they found them wrapped in their mother's clothes while the lay a little way off frozen to death.

Hong Kong At Play.

TOPICAL NOTES AND COMMENTS ON LOCAL SPORTS.

[By "BROADCASTER"]

The South China Athletic Association is certainly getting a move on. A fortnight ago they had their new bathing pavilion opened. On Saturday last they had representatives of almost every local sporting institution at their Club helping to celebrate their football success. Reference was also made to the Association's success in basketball and baseball. Some of the speeches were particularly interesting, and the address of the Hon. Dr. S. W. Tso, O.B.E., was most illuminating. Forty years ago, said Dr. Tso, European games were unknown to the Chinese, but to-day they have entered practically every sphere of Western sports and games. It is encouraging to learn that Dr. Tso advises his countrymen to learn as much from the field of sport as from the colleges and universities. Incidentally, Dr. Tso stated he played rugby forty years ago, and evidently he is still a very keen sportsman at heart.

Quite different from the foregoing were the remarks of Mr. Hollands. At the risk of being accused of making mischief, I will say that certain of Mr. Hollands' remarks on baseball were quite uncalculated. So the spectators know too much about baseball, Mr. Hollands! Well, if you want to know, baseball is an American game and "rooting" is quite in order. In fact, it is all part of the game. Baseball is no dumb show, and to long as shouting is not actually vulgar, the refined feelings of those who are not accustomed to "rooting" can and should be ignored. Baseball fans will agree with me that a game (even between two local teams) devoid of cheerful noise from the bleachers would be a poor exhibition indeed. Mr. Hollands must realize that baseballers are getting little sympathy from the rest of the public in the matter of getting a ground, and for a prominent football official to deprecate baseball in public is hardly playing the game. Mr. Hollands confessed he knew little of the game. Then why on earth does he make such a fuss!

Quite a lovely week-end it proved to be for swimmers. Every bathing resort in the Colony was crowded both on Saturday and Sunday. There was a fine exhibition at the North Point public beach on Sunday morning by members of the St. John Ambulance Brigade (Indians) and the public were quite impressed by the demonstration of the latest life-saving methods. Owing to the large crowd, an impromptu swimming contest was arranged, and quite an enjoyable programme was gone through. Hong Kong is coming into its own after all, and the population is beginning to realise that they can get more fun out of playing and working together without the formality of being introduced first. As this is the best and the sooner we break down the stiff-necked conventions peculiar to Hong Kong the better.

In my notes last week I stated that the Chinese have not yet produced a champion in speed swimming, and this seemed to have tickled a very prominent Chinese swimmer, who at once told me that the Chinese are the breast and back strokes champions of Hong Kong. Readers will have seen the subsequent correspondence, in which I have tried to convince the Chinese gentleman that in referring to speed swimming I meant the "crawl," and ignored such strokes as the breast and back. To my mind, speed swimming can only mean one thing, and no amount of arguing will make me see that breast strokes or any of the hundred and one varieties of fancy swimming can be called speed swimming. Well, that is that! I fear this is a subject on which the Chinese correspondent and myself must agree to differ, and since he has definitely stated that he will not touch on the matter again, I also will withdraw from the duel and let our readers decide the issue for themselves according to their fancy.

Good progress has been made in the tennis league, and since my notes last appeared, several week matches have been decided. Perhaps the most important of these was the meeting between the Hong Kong C.C. and the I.R.C. on the former's courts. The Hong Kong C.C. won, as was expected, and Goldman and McEachran did remarkably well in securing all three sets. Other mid-week ties were those between K.C.C.-C.R.C. and S.O.A.-C.O.C., the Chinese teams winning in each case.

On Saturday the Hong Kong Cricket Club followed up their mid-week success by beating the M.B.K. by six sets to three. Again Goldman and McEachran carried the day by winning all their sets. The duel at King's Park between the Recreation and the University resulted in a win for the home team by seven sets to two. In the second division the Chinese R.C. literally ran away with the K.C.C. by winning nine sets to nil. The Recreation-M.B.K. game was a close one, but the honours eventually went to the Portuguese by the odd set. The Indians suffered another home defeat, going down to the R.E. and R.S., and unless they wake up and do better in their remaining matches, they will find themselves at the bottom of the league. South China lost to the Nippon Club, while the remaining game in this division—Y.M.C.A. versus University—resulted in a win for the "Y.M." by the odd set.

In the "C" Division Hong Kong Cricket Club had matters practically their own way on the (rainground) courts, and won comfortably by seven sets to two. Chinese R.C. scored an eight-one victory over the Indians, and Recreation and South China accounted for Civil Service and R.E. and R.S. respectively.

The mixed Doubles league is proceeding uninterrupted, and of the two games played on Wednesday C.R.C. and the University had the better of L.H.C. and Kowloon Bowling Green Club respectively. The Chinese side now heads the league table with four wins out of five matches, and the organisers of this league must be highly satisfied with their efforts now that things have turned out so satisfactorily.

"Played seven, won seven." That is Hong Kong C.C.'s position at the head of the league, and although the contest is not actually over, it seems pretty certain they will carry off the honours this year. The C.R.C. have six wins to their credit out of seven matches played. In the second division the C.R.C. are still unbeaten, and by the end of this month, when many more games will be decided, it will be possible to say whether the C.R.C. will retain their championship in the Second Division.

Lawn bowlers were able to carry out all their fixtures over the week-end. This was fortunate, as any further postponements would only cause serious difficulties when it comes to wiping off the arrears. Kowloon Dock and Taihook, who were bracketed at the top of the Senior Division, both failed playing away, and there are now six teams with the same number of points. Kowloon Bowling Green Club take top place, owing to the fact that they have played one match less than the others. They were at home to Taihook and won hands down. Civil Service were fortunate in deciding a very uncertain issue in their meeting with Kowloon Dock when they obtained the points in a single shot victory, thanks to Skip Brown. Craigenzow had to fight all the way in taking the points from Club de Recreation. There was little difference between the two teams at any time, except that two rinks went up and down to give the visitors a win by a narrow margin. The Police again drew a blank in their meeting on the K.C.C. ground. Here again two rinks succeeded in carrying each other, but a lead of 21 shots for one home rink gave them victory by that margin.

The only upset in the Second Division was the defeat of Craigenzow at home by Club de Recreation. Skip Alves deserves much credit for carrying his Club to victory, as in defeating Skip Collins by 13 shots he broke the latter's unbeaten record. The other leaders of the visiting rinks also deserve praise, as they were well up to win by a total of 38 shots. The Electricians, playing at home, collapsed on two rinks, and the Civil Service were able to get away with the points and once more establish themselves at the top of the junior section. As was expected, Bowling Green juniors lost at Taihook. The visitors shared the honours on one rink, and in another gave Skip Walmsley his first defeat by one shot. Their third-rink failed to rise to the occasion, falling by 20 shots. Kowloon C.C. visited the Yacht Club with one man short, and had to sacrifice a percentage of the points shared on one rink. The Yacht Club men fell on one rink, but the other two were able to wipe out the deficit and still claim a majority of 15 shots.

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP—FANLING, JULY 8 AND 7.

R. Young 81-10-71 qualifies.

Other scores:—
T. L. Christie 84-11-73
T. C. Monaghan 87-9-76
A. D. Humphreys 88-11-77
There were 21 entries.
The Optional Pool was cancelled.

WOMEN'S SWIMMING RECORDS.

NEXT MONTH'S CONTESTS.

[United Press.]

Honolulu, T.H.—Several women's swimming records will be in jeopardy next August when the women's national outdoor swimming and diving championships are held here. A long list of new prospects has been entered in competition with the nine champions who are expected to be here to defend their titles.

Invitations have been extended to several Australian and Japanese champions, who will give the meet an international flavour. It is understood that several Japanese stars, picked by eliminations, will represent the best talent in Japan, and the possibility exists that one or more of the titles may go abroad.

The Competitors.

A four-day program has been scheduled, from August 27 to 30. The champions who are expected to attend are:

Eleanor Garratti, San Rafael, Cal., 100 meters.

Martha Morellus, New York Women's Swimming Assn., 400-yard and 800-yard.

Josephine McKim, Homestead, Pa., 1 mile.

Lisa Lindstrom, New York W.S.A., 200-yard back stroke.

Eleanor Holm, New York W.S.A., 300-yard medley relay.

Agnes Geraghty, New York W.S.A., 200-yard breast stroke.

Ethel McGary, New York W.S.A., member of the relay team.

Lillian Ferguson, Alameda, Cal., fancy diving, 10-foot springboard.

Helen Meany, New York W.S.A., fancy diving, high platform.

The championship team is composed of Martha Morellus, Lisa Lindstrom, Eleanor Holm and Ethel McGary.

Championships will be held in the events named above.

Other stars who are planning to enter and seek the various titles include:

Georgia Coleman, 16-year-old diving star of the Los Angeles A.C., who holds the 10-foot board indoor diving championships. She won second place in the place in the platform diving at the Olympics.

Dorothy Poynton, Pasadena Country and Athletic club, age 13. She is the Pacific coast champion on the low board.

Katherine Brown, New York W.S.A., fancy diving title holder in a number of New York meets.

Caroline Smith, member of the 1924 Olympic team, diving expert.

Rosa Borek, Cincinnati, Ohio, diving title holder for the Western Association.

Mary White, platform diving star, New York W.S.A.

Lilly Bowmer, May, Hawaiian island champion, in several swimming events, who recently came within 15 seconds of the world's mark in the 400-yard race.

The meet will be held in the War Memorial Auditorium, where the men's national championships were held in 1927.

CANADIAN EMPLOYMENT.

DECIDED UPWARD TREND.

["D.P." Special Service.]

Ottawa, Ont.—A decidedly upward movement in employment in Canada on May 1, is shown in the Dominion Bureau of Statistics tabulated reports from 6,836 firms; the payrolls of these employers were increased by 49,449 persons to 901,093 on the date under review, when the index reflecting the gain of nearly six per cent rose to 112.2, as compared with 110.4 on April 1, 1928, and 109.8, 101.8, 95.4, 81.9, 62.9, 52.5, 44.3 and 35.1 on May 1, 1928, 1927, 1926, 1925, 1924, 1923, 1922 and 1921 respectively. There was, therefore, an increase in employment of over 8 per cent as compared with the same date last year.

Manufacturing, construction and transportation, recorded unusually pronounced improvement, while large gains were also noted in mining, trade, services and communications. On the other hand there was a decided falling off in agriculture and coal-mining. Horticulture and stock-raising were reported in all provinces, but Quebec and Ontario registered the largest increases.

SANITARY BOARD QUESTIONS.

SEPTIC TANKS FOR URBAN AREAS.

At to-day's meeting of the Sanitary Board Mr. M. K. Lo, pursuant to notice, will ask:—

"With reference to applications to the Sanitary Board for permission to install flush water closets, is it the ruling of the Board:—

(a) That such application must be refused if the available Government sewer is for any reason not considered satisfactory as a direct means of discharge, and

(b) That in urban areas on sea level septic tanks cannot be allowed?

Mr. Lo asked if (b) is in the affirmative, what are the reasons for such ruling?

It is a fact that a well-known firm of architects have sent in to the Board a plan for a septic tank (in connection with an application for permission to install water closets in Kowloon) as to which such architects have made the following claims:—

(a) That such septic tank, constructed upon the principle of triple-chambered design, in accordance with the plans sent in, will discharge clear odourless effluent into the sewer and thence into the sea and would prove unobjectionable in all respects;

(b) That cast iron pipes with leaded joints, being used, there is no question of contaminating the surrounding soil by any source of water supply;

(c) That sewage water does not enter into the septic tank but is taken to the sewer, and

(d) That the removal of sludge need only occur approximately every twelve months?

If the answer to the last question is in the affirmative, is there any reason to doubt that septic tanks could be designed and constructed to function as indicated in the last question, and if so, what are the reasons for such doubt?

If septic tanks could be designed and constructed to function as indicated in question (b), which are the sanitary objections to such septic tanks in cases where the Government sewer is not available as a direct means of discharge from flush water closets?

Is it desirable from the sanitary point of view that, in urban areas, on sea level, Government sewers capable of being a direct discharge from flush water closets should be available?

Rabies.

Mr. M. K. Lo will also ask:—

(a) Whether any case of rabies has been reported, or has been suspected, as occurring in the Colony during 1929, and if not

(b) When was the last case reported or suspected?

HALF YEAR PROMOTIONS.

10 NEW CAPTAINS, 23 COMMANDERS.

Royal Navy and Royal Marine promotions for the half year include those of Commander M. L. Clarke of H.M.S. Tarantula to the rank of port captain and Capt. R. H. Clarke, R.M., to be brevet major.

Commanders to Captains (10):—
E. R. Corson, C. N. Knox-Little, W. E. Magee, A. D. H. Dibben, J. O. P. Fitzgerald, M. L. Clarke, A. O. Willis, E. N. Syfret, A. J. Power, W. L. Jackson.

Lieut. Comdr. to Comdr. (25):—
J. D. A. Musters, G. E. M. O'Donnell, M. H. V. Vaughan, H. D. Nichol, Sir Philip W. Bower Smyth, G. B. Graham-Watson, A. C. Collinson, W. N. T. Beckett, N. A. Taylor, R. A. Packer, G. S. B. Back, N. V. Grace, R. P. Silby, J. G. Y. Loveband, D. B. O'Connell, P. F. Glover, P. L. Vian, G. H. Warner, R. G. Boves-Lyon, M. O. D. Ellwood, J. Cresswell, J. M. Mansfield, L. V. Donne, A. O'Leary, N. D. E. R. Burton.

Engr. Comdr. to Engr. Capt. (4):—
E. W. Claxton, L. Turner, S. W. Cooke, E. J. G. R. Croker.

Lieut. Comdr. (E) to Comdr. (2):—
(1)—T. H. Simpson, E. W. K. Twinnarrow, S. Dixon, J. Brecks.

Engr. Lieut. Comdr. to Engr. Comdr. (3):—
J. R. Mc Cullam, S. O. Frew, W. C. Curtis.

Surgeon Comdr. to Surgeon Capt.—
B. P. Pick.

Pay Comdr. to Pay Capt.—(5) N. F. Roy, T. R. Waterhouse, J. Siddalls. To date last July: M. G. Bennett, C. B. N. Lewis.

Royal Marines: Major to Brevet Lieut. Colonel.—
R. C. Pope. Captain to Brevet Major.—
R. H. Campbell. Both to date last July.

MATERIALS FOR PO HING THEATRE.

CLAIM IN THE SUMMARY COURT.

An action was brought at the Summary Court yesterday before the Puisne Judge by the Kwong Loong firm to recover the sum of \$324.20 from Ma Tau Nam, Chan Sui Wah and Leung So Ah, trading under the name of the Wo Lok Company, for work done and materials supplied.

Mr. D. L. Strellett appeared for the plaintiff firm, and Mr. D. H. Blake represented the defendants. The case for the plaintiff firm was that they were contracting carpenters and carried out certain work for the defendants. Ma Tau-nam was the chief manager of the Ping On Insurance Co. He formed a company called the Wo Lok Company for the purpose of leasing the Po Hing Theatre, Yaumatei. The lease was subsequently entered into and the Wo Lok Company was mentioned as the lessee. Plaintiff was engaged to construct a certain number of benches, bunks and underliners in the theatre. An estimate was submitted, and after some discussion certain reductions were made.

The plaintiff firm carried out the work and no complaints had been received from the defendants in any way which would suggest that the work had not been properly carried out. Plaintiffs had not been able to obtain payment although they had called on the Wo Lok Company on several occasions.

Mr. Blake said that his clients' case was that the work was constructed for by the lessee and that the lessee was in no way responsible. Judgment, with costs, was entered for the plaintiff firm.

FOR SALE.

FOR SALE—2 Sets Loose Covers for FIAT 2-Door. 1 ELECTRIC FAN, 110 V., 1 ELECTRIC COOKER, 110 V., 1 MATTRESS 2 ft. 6 ins. All Nearly New. Cheap Quick Sale. Write Box 467, c/o Hong Kong Daily Press. [467]

FOR SALE—On Broadwood Road, 3-Roomed BUNGALOW.—Reply: SECRETARY, P.O. Box 22. [7794]

WATER TANKS FOR SALE.—100-Gallon Steel Drums, Good and Strong, Suitable for Reserving Water for Household Use, Galvanized Inside and Outside and Will Not Rust. Price: \$15.00 Each.—Apply: KWONG SANG HONG, Ltd., or 194/5, PHAYA EAST, WANCHAI. [8038]

ONE "STANDARD" PRINTING MACHINE.—Size of Inside Forme—35" x 25". Monthly Installments can be arranged. For Particulars please write Box No. 8028, c/o Hong Kong Daily Press. [8028]

DRESS SUIT (including Tailcoat and Tuxedo), Fit Man 5-ft. 10 in.; Chest 42 in. Practically New. Will Sell Cheap.—Apply: Box 8083, c/o Hong Kong Daily Press. [8083]

KOREAN CABINET, Handsomely Decorated with Brass. Genuine Old Piece. Price: \$350. Seen by Appointment.—Box 8084, c/o Hong Kong Daily Press. [8084]

MOTOR-CYCLE (Indian) in First-class Running Order. Type Almost New. Moderate Price.—Box 8085, c/o Hong Kong Daily Press. [8085]

SITUATIONS VACANT

WANTED—Young Chinese Male STENOGRAPHER for AMOY.—Reply: SECRETARY, P.O. Box 42. [7841]

ENCOURAGING OVERSEAS TRADE FIGURES.

Considerable encouragement can be derived from the detailed figures of British overseas trade for May, issued officially a few days ago.

Exports of coal increased in value from £15,911,331 in the first five months of 1928 to £18,300,401 in the same period of 1929, while the quantity increased from 20,524,019 tons to 23,210,341. There was a substantial gain in iron and steel shipments which in the current year to date are up to £29,300,699, against £27,636,131 in 1928 and £28,057,113 in 1927.

Trade with India.

India is still taking substantial quantities of British textile machinery, and to the end of May last the exports were valued at £1,323,262, as compared with £1,123,801 in 1928 and £933,921 in the first five months of 1927. Exports of textile machinery to all quarters in the same period have been £5,015,721, against £4,582,250 and £4,684,663 respectively.

The cotton trade is still a dull spot in the industrial situation, but even that trade showed some improvement in May, and so far this year the exports have been well maintained at £61,736,230.

An industry in which British manufacturers are doing much better is that for motor-cars, commercial vehicles, and motor-cycles. The value of motor-car exports has come up from £1,456,706 in the first five months of 1927 to £1,769,873 this year, while there has been a rise from £275,385 to £331,084 in commercial vehicles, and from £1,040,254 to £1,568,671 in motor-cycles.

HOUSES TO LET.

TO LET.—FLATS in HUMPHREYS and CARNARVON BUILDINGS. Apply to: HUMPHREYS' ESTATE AND FINANCE CO. LTD., ALEXANDRA BUILDINGS. [7393]

TO LET OR FOR SALE.—On Broadwood Road, Two Semi-detached 5-Roomed HOUSES with Tennis Court and Garage to Each House.—Reply: SECRETARY, P.O. Box 22. [7793]

TO LET, FURNISHED, One ROOM, with Use of Kitchen and Bathroom.—Apply Mrs. CHAN, 587, NATHAN ROAD, KOWLOON. [7972]

TO LET OR FOR SALE.—At FANLING (in ON Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply: KWONG SANG HONG, LTD., 250, Des Voeux ROAD CENTRAL. [7894]

TO LET.—OFFICE in ASIATIC BUILDING.—Apply: SECRETARY. [8059]

TO LET.—A FLAT at SAIPER TERRACE, FIRST FLOOR, NATHAN ROAD, KOWLOON.—Apply to: KAYAMALLY & Co., 20, QUEEN'S ROAD CENTRAL, HONG KONG. [480]

FIVE-ROOM HOUSE in No. 49, GRANVILLE ROAD, KOWLOON.—Apply to: SPANISH DOMINICAN PROCUATION. [8066]

UP-TO-DATE FLAT at 16, MACDONNELL ROAD, with Modern Conveniences, Splendid View, Quiet Locality.—Apply: XAVIER BROS., Tel. C. 3216 or Tel. C. 2723. [8059]

HONG KONG AMUSEMENTS, LIMITED.

LAST YEAR'S PROFIT OVER \$100,000.

The report of the directors of Hong Kong Amusements, Limited, for the year ending March 31, 1929, to be submitted to the shareholders at the eighth ordinary yearly meeting to be held in the Queen's Theatre on Wednesday, July 24, at noon, states:—

The profit for the year after providing for depreciation of \$16,420.01, amounts to \$109,740.18, which with the amounts brought forward from the previous year, viz. \$31,362.73, amounts to \$141,102.92.

The directors recommend that this sum be appropriated as follows:—

To "Legal" Reserve in accordance with the articles of association.	\$ 5,437.01
Place to general reserve	50,000.00
Bonus to staff	7,000.00
Dividend of 82 per share on preferred ordinary shares	32,000.00
Dividend of 81 per share on deferred ordinary shares	3,000.00
Bonus of 8.50 per share on all shares	12,000.00
	\$114,437.01

Leaving to be carried forward to credit of next account \$ 47,115.91.

Messrs. J. M. Noronha and Lo Shun Wan retire, and offer themselves for re-election. The accounts have been audited by Messrs. Linstead and Davis, Chartered Accountants, who offer themselves for re-election.

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

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Money and Markets

GOSSIP ON SHARES.

WHAT "THEY" SAY.

FREE ADVICE FOR INVESTORS.

[By "KUFAN"]

Gossip often moves the market, but an investor should either buy or sell on market gossip only.

From now on the Daily Press will furnish its readers with special reports on local stocks and shares every Tuesday. The information will be quite disinterested, as it does not come from any party directly concerned in the market but from one who is in close touch with the local "Rialto" and is well versed in affairs pertaining to the share business.

Readers who may desire information on any point relating to the local share market should write to the Editor of this paper, marking the envelope "Kufan". Name and address should be given, not for publication, but in evidence of good faith. Replies will appear in this column next Tuesday.

The demand for banks continued during the week, and shares changed hands from \$1,240 to \$1,242.50. I think they will go up still further this week and as much as \$1245 will have to be paid.

The demand for Unions continues at \$224.75.

Hotel shares went down to \$8.45 but picked up again during the week, and as much as \$8.70 was paid on Saturday. I think several thousand shares must have changed hands at this figure.

\$61 is being paid for Hong Kong Land shares. There are still a few buyers at this figure.

Trans came in for a good deal of attention, and were handled to a large extent at \$10.10 to \$10.15. There is little likelihood of any change in the market until the interim dividend is declared, which will be some time next month. Much will depend on the dividend declared.

Comments attracted more attention than any other shares last week. As was exclusively stated in the Daily Press, it was rumoured in Lee-House Street that the Company will be shortly operated under its own management, which will lead to a considerable saving. A number of people took up large parcels at \$8.70, but did not appear anxious to pay any more. If the demand continues, Comments will be due for a sharp rise, as this stock appears to be in a favourite "gamblers" on the market, it being the most speculative stock in the "booms".

China Lights were quoted at \$12.85 for old and \$12.85 for new when they were separated last Thursday. Buyers are now paying a little over these figures, and Chintown is buying. I am sure this stock will improve.

Providents look cheap at \$4 in spite of having paid no dividend. For all we know, there may be no dividend this year or the next few years, but for a look-up investment they are a good buy.

Buyers for Electrics are paying \$56.

All other stocks appear to be neglected, small transactions taking place from time to time.

Readers are again reminded of the special facilities offered by the Daily Press, and are cordially invited to write for any information about Hong Kong, Shanghai, and Singapore shares they may desire. No names will be mentioned in publishing replies.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUBBY, July 7.	
Paris	123.07
Geneva	25.21
Berlin	20.38
Oslo	18.30
Helsingfors	19.21
Athens	37.5
Buenos Aires	47.7/32
Hong Kong	1/11
New York	4.84
Amsterdam	12.07
Stockholm	18.00
Vienna	34.61
Lisbon	30.8
Bucharest	1/5 25/32
Romany	34.92
Brussels	62.72
Milan	18.21
Copenhagen	16.2
Prague	5 57/64
Shanghai	2/4
Silver, spot & forward	24 3/16

SHANGHAI SILK MARKET.

UNSATISFACTORY WITH HIGH PRICES RULING.

REASONS FOR THE SLUMP.

Shanghai, June 29.—The raw-silk market, at present, may be described as being in an unsatisfactory state from the point of view of the exporter as well as the manufacturer (flature), says the raw-market report of Burkhart, Buchan & Co.

The high prices ruling at present on the local market are not in proportion with values obtainable on the home markets and there seems to be no possibility at present for doing the ordinary commission business.

The Reasons.

The reason for the high prices here are to be found, first, in an unsatisfactory crop, as far as quantity is concerned (also the second crop has not been fulfilled), and, second, in the fact that rather large quantities of raw-silk seem to have been sold abroad prior to the commencement of the season and these sales have had to be covered at the prices asked by the flatures, resulting naturally in some enhanced values.

The outlook for the future trend of the silk prices is quite uncertain. The flatures contend that at present cotton prices no profit can be made, even at actual comparatively high prices, but on the other hand silk in Japan as well as Italy seems to be far below local quotations and it has, therefore, to be seen whether local values can be maintained on the present basis for any length of time. Exchange of course has been in favour of China of late, but even this may not be sufficient to equalise our silk prices with those of Japan and Italy.

Under the circumstances the position of the silk flatures is far from satisfactory. In the opinion of the flature owners it is in fact so critical that a petition for help is said to have been addressed to the National Government and it will have to be seen what the Government will be able or willing to do.

Complicated Problem.

We believe that the problem is a too great and complicated one to be remedied by the simple payment of some tens of thousands of taels. The real cause of the present unfortunate situation is a far deeper one than a bad crop or unfavourable weather conditions or any other excuse suitable under the circumstances. The main reason why the Chinese silk industry is going from bad to worse is the lack of interest taken by the people in general in China in the development of the industry on a large scale.

China with her unlimited resources, should easily surpass any other country in the world in the production of raw-silk, but the interest in the "proper" part of the country people directly responsible for the production of cocoons is lacking to such an extent that a help, financially, from the Government is simply a drop in the ocean compared with the really big problems that are facing the silk industry in China at present.

Lower Prices Needed.

Lower prices are, imperatively needed if the Chinese raw-silk industry wishes to save itself from being obliterated by not only the Japanese and Italian markets but also by the artificial silk (rayon), the production of which is growing by leaps and bounds and already has to the natural product harm to the natural product. Increased production, however, cannot be obtained by a simple Government order, or by a single payment on subvention. It can be attained only by very careful and arduous work especially in respect of rearing of the silk worms, etc., and it is in this direction that the National Government should especially work and help their countrymen to final success.

Comparative Table of China Raw-Silk Prices:—

	June 1, 1929	June 23, 1929
Steam flatures 1st and 2nd choice 13/22	1,250	1,250
Grand Double Extra 1,250	1,000	1,120
Extra A	1,000	1,040
Extra B	950	1,000
Good I	950	960
Shantung flatures 1st and 2nd choice 13/15	1,040	1,040
Extra A	1,040	1,040
Minchow flatures 1st and 2nd choice 13/15	910	925
Extra B	910	925

(Continued at foot of next column).

SILK FREIGHT CUT.

PACIFIC COMPETITION VERY KEEN.

The Pacific Freight Conference has suddenly announced a reduction of freight on raw silk shipments from Japan to the north American coast, from \$1.50 to only \$3 per 100 lbs. and the immediate enforcement of the reduced rate.

Keen competition is expected to occur on the Pacific between the foreign steamship companies, which have started operations even on the Pacific, and the Japanese ship-owners, who are giving themselves entirely to the construction of excellent, larger and speedier motor-ships. Such decision of the Freight Conference is considered to be a challenge to compete with the shipping companies, which are not affiliated with the Conference.

The Osaka Mailer says this decision will create a profit on the part of the raw silk exporters, but will be a severe blow to those outside shipping concerns, and especially the Kawasaki Kisen Kaisha, which is now carrying nearly 80,000 bales of silk annually, thanks to its strenuous efforts in the past to compete with the companies affiliated with the Conference, by offering the lower freightage.

With the increasing trend of speedier motorships, the Kawasaki Kisen Kaisha, which is not affiliated with the Conference has made the freight on raw silk lower than the Conference rate by 30 per cent. or to \$3.15 per 100 lbs. This proved to be a hard blow to the member shipowners of the Conference, especially to the foreign steamship concerns. The decline in the silk shipments by the foreign boats was especially sharp as a result, and this was a cause of grievance to the foreign ship-owners, hence they promoted the decision of such heavy reduction among the members of the Conference.

Prior to the decision, the Canadian Pacific Steamship and Railway Company proposed rather to make the freight open for competition, but the Dollar-line strongly opposed, and then the decision was arrived at for the \$1.50 reduction.

Y2,000,000 Loss to Japanese.

From the reduction of silk freightage by the Pacific Freight Conference, the N.Y.K. and other Japanese concerns, who are affiliated with the Conference, will suffer a loss of some Y2,000,000 annually, because they are obtaining some Y6,000,000 revenue yearly from the transportation of new silk. The reduction of freight is just about one-third, accordingly the freight revenue will fall by so much.

The total shipments of raw silk from Japan during 1928 were 509,147 bales, the freight revenue, through which was \$3,110,000, equivalent to some Y7,000,000. Of this, nearly Y3,000,000 was the income of the Japanese shipping concerns and the remainder of the foreign concerns. Hitherto the revenue from the silk shipment had been regarded as of most importance to the shipping circles, but hereafter their profit will decrease heavily in consequence of the reduction.

Fatal Blow to Kawasaki.

The effect of the reduction of the Conference freight on the Japanese outside steamship concerns, especially on the Kawasaki Kisen Kaisha, is no longer a matter of assumption.

The Kawasaki Kisen Kaisha recently lowered the freight to \$3 in order to compete with the concerns affiliated with the Freight Conference, but it is now facing the necessity to make further reduction.

The N.Y.K.'s shipments of raw silk since January 1 up to the end of May were 61,462 bales, and those of O.S.K. were 44,929 bales, and the Kawasaki Kisen Kaisha, 24,358 bales. The transportation by other concerns is very small in quantity as compared with these three companies.

JUMP OFF MANHATTAN BRIDGE.

COOK TRIES HIS OWN PARACHUTE.

[D.P. Special Service.]

New York.—Old-time rhymes of "Darius Green and his flying machine" were recalled here today when a Japanese cook named Shiniki Misumi, testing a home-made parachute, jumped off the Manhattan Bridge.

Inventor and invention fell together a distance of 120 feet into the East River. A tugboat hastened to the scene and rescued the Japanese, who was rushed to Bellevue hospital. Physicians said that he had suffered slight injuries.—United Press.

Teatlee flatures New Style—Equal to—	
Flying Horse (six numbers) Ex. 1/2av.	750 760
Black Lion	650 660
Gold Horse 1	650 660
Tusash flatures	
Extra A	410 465
Boy and Umbrella	385 430

CHINA'S CENTRAL BANK.

EARLY DAYS OF A BOLD PROJECT.

The prime necessity for a healthy state of trade is confidence, says the Financial Times, and in a country such as China is today, racked as it has been for many years past by civil war and dissensions of every description, confidence is hard to come by. The attitude of the new Nationalist Government itself in some respects has been inimical to the restoration of any feeling of security.

Foreign opinion particularly has been disturbed by the Government's tendency to regard agreements as susceptible of arbitrary alteration at the will of only one party to them—itsself. The excuse that they were contracted under the old regime, and that their provisions are neither compatible with the dignity of the new China, nor in the best interests of the Chinese people is no whit reassuring.

We do not doubt that the Government has principally in mind the national welfare, whatever mistakes may have been committed, from the outsider's point of view, in its handling of the situation. It was quick to realise that one of the fundamental needs of the country was the reduction of the financial system from the existent chaos to something like order. This applied to the collection of revenue and to monetary policy alike. In June of last year an unofficial conference of the leading bankers and economic experts was called to advise as to the plans to be adopted in this sphere of the national reconstruction.

The advice tendered commended itself to an official conference held shortly after, and, with slight alterations, the programme was adopted by the Government and steps were taken to carry it into effect.

Unique Balance Sheet.

Mr. W. F. Spalding has described as "a welter of confusion" the state of Chinese currency, regulated as it has been from time immemorial by weight rather than by count, and governed by standards varying not only from province to province, but even from one village to the next. It is a far cry from this primitive confusion to a system built up on Western lines and a bank of issue, but this drastic innovation is one which the Government made last year by the formation of the Central Bank of China, which opened its doors on November 1.

Mr. T. V. Soong, the Finance Minister at Nanking, became the first Governor, and the \$20,000,000 of capital was provided by the Government. Provision was made for public participation in the new venture by means of an additional issue of shares, but it was stipulated that the proportion thus available must never exceed 49 per cent. of the total capital. The first balance sheet, which covers the two months' working to the end of 1928, and is a unique document in China, is a unique document in China, and is a unique document in China.

The sum furnished by the Government had been sufficient for operations up to that time, and that no opportunity for subscription had been given to the general public. The new bank, therefore, although in theory it is to work in complete independence of the Government, does not conform to European standards of control, which insist on complete dissociation of the State from its central bank. In this respect it is more analogous to the United States Federal Reserve Board, of which the Secretary of the Treasury is ex-officio chairman, though the Chinese institution is still more closely bound in that the whole of its court of directors is appointed by the Government. The limitations imposed, even by the American link between the Government and banking, are revealed by the dispute now in progress in America with regard to rediscount rates.

Cash Reserve.

Otherwise the Central Bank of China adheres fairly closely to the lines with which we are familiar in this country. The separation of the banking and issue departments is of peculiar interest to us, for there are few central banks other than the Bank of England which make this distinction. There were outstanding at December 31 last, notes to the value of \$11,719,900, and, although the statutes provide for a cash reserve of 40 per cent. against the issue, there was actually at that date a backing of 70 per cent., the remaining 30 per cent. being made up of Government securities in the practical absence of commercial negotiable paper suited to the purpose. This lack will perhaps be remedied in course of time, for rediscounting is among the facilities which the intended reorganisation of the money market is designed to provide. Besides the note issue, the coinage also is entrusted to the bank, and the dollar is to become the official unit of account as from July 1 next. The whole process of unification of which the bank is the first step is yet in its infancy. The underlying purposes are moulded on the right lines, and their due execution will bring the tranquillity which is an essential preliminary will greatly improve trade, both internal and external, while as it has shown itself in face of unparalleled difficulties.

JAVA-CHINA-JAPAN LIJN.



REGULAR PASSENGER & CARGO SERVICE BETWEEN HONG KONG, AMOY, SHANGHAI, MANILA AND THE DUTCH EAST INDIES.

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJIRINI	SHANGHAI, K'UNG & AMOY	14th July	16th July 4 p.m.	MANILA, M'KAR & SOERABAYA
TJIKARANG	SHANGHAI & AMOY	15th July	17th July 4 p.m.	BATAVIA
TJISAROEK	SHANGHAI & AMOY	25th July	27th July 4 p.m.	BATAVIA
TJIMANOEK	SHANGHAI, K'UNG & AMOY	28th July	30th July 4 p.m.	MANILA, M'KAR & SOERABAYA
TJIBADAK	SHANGHAI & AMOY	5th Aug.	7th Aug. 4 p.m.	BATAVIA
TJITAROEM	SHANGHAI, K'UNG & AMOY	11th Aug.	13th Aug. 4 p.m.	MANILA, M'KAR & SOERABAYA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	JAVA, MAKASSAR & BATAVIA	10th July	12th July 4 p.m.	AMOI & SHANGHAI
TJISAROEK	BATAVIA	24th July	26th July 4 p.m.	AMOI & SHANGHAI
TJIBADAK	JAVA, MAKASSAR & BATAVIA	24th July	26th July 4 p.m.	AMOI & SHANGHAI
TJISONDARI	BATAVIA	3rd Aug.	4th Aug. 4 p.m.	AMOI & SHANGHAI
TJIEBOET	JAVA, MAKASSAR & BATAVIA	7th Aug.	8th Aug. 4 p.m.	AMOI & SHANGHAI
TJIKEMBANG	BATAVIA	14th Aug.	15th Aug. 4 p.m.	AMOI & SHANGHAI

EXCURSIONS TO JAVA

KAMODIAN—BANDOENG—PAPANDAJAN—GAROET—SINDANGLAJA—NGAMPLANG—TJISOEROEPAN—NONGKODJADJAR—WANASARI.

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COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73.0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai, Japan & Northern Ports:—

S.S. "TIBETITZ"	due here on or about the 11th July
M.V. "LEVERKUSEN"	due here on or about the 27th July
M.V. "ERMLAND"	due here on or about the 2nd Aug.
M.V. "BREMENLAND"	due here on or about the 18th Aug.
S.S. "PREUSSEN"	due here on or about the 3rd Sept.
M.V. "VOTLAND"	due here on or about the 18th Sept.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

S.S. "SAARLAND"	sailing from here on or about the 12th July
M.V. "BREMENLAND"	sailing from here on or about the 27th July
M.V. "HAVELLAND"	sailing from here on or about the 10th Aug.
M.V. "LEVERKUSEN"	sailing from here on or about the 24th Aug.
M.V. "ERMLAND"	sailing from here on or about the 7th Sept.
M.V. "BREMENLAND"	sailing from here on or about the 17th Sept.

Calling also at Marsellus.

For Freight, Passage and further Particulars, please apply to:

JEBSEN & CO.

12, Princes Street. Tel. C. 4754.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Johnson, Dollar, July 14.
Pres. Monroe, Dollar, July 23.

AMOI

Haining, Douglas, July 9.
Yunnan, B. & S., July 9.
Hopsang, Jardine's, July 10.
Talamba, B.I., July 10.
Kutsang, Jardine's, July 11.
Haining, Douglas, July 12.
Tjimonok, J.C.J.L., July 12.
Anking, B. & S., July 14.
Kingsyuan, B. & S., July 14.
Tjimonok, J.C.J.L., July 14.
Haining, Douglas, July 16.
Namsang, Jardine's, July 20.
Kingsyuan, B. & S., July 21.
Takliwa, B.I., July 23.
Tjimonok, J.C.J.L., July 23.
Tjimonok, J.C.J.L., July 23.
Yuenan, Jardine's, July 23.
Talamba, B.I., Aug. 3.
Gurna, B.I., Aug. 3.
Tjimonok, J.C.J.L., Aug. 4.
Tjimonok, J.C.J.L., Aug. 5.

ANTWERP

Hakone Maru, N.Y.K., July 13.
Suwa Maru, N.Y.K., July 17.
Danmark, Manners, Aug. 1.

AUSTRALIAN PORTS

Cabarita, Dwell's, July 10.
Taiping, B. & S., July 16.
Aki Maru, N.Y.K., July 24.
Arafura, F. & A., Aug. 2.

BALTIC PORTS

Lahn, Melchers, July 17.
Derflinger, Melchers, July 27.
Danmark, Manners, Aug. 1.

BALTIMORE

City of Mandalay, Bank, July 15.
Springbank, Bank, July 31.
Astratus, B.F., Aug. 3.

BANGKOK

Hellas, Thoresen's, July 14.
Kwangchow, B. & S., July 14.
Kingsyuan, B. & S., July 14.
Chinhua, B. & S., July 15.
Hellas, Thoresen's, July 21.
Kuzang, B. & S., July 21.
Hirundo, Thoresen's, July 23.

BELAWAN DELI

Lahn, Melchers, July 17.
Van Heutz, J.C.J.L., July 18.
Derflinger, Melchers, July 27.

BOMBAY

Mirzapore, P. & O., July 11.
Awa Maru, N.Y.K., July 12.
Alipore, P. & O., July 19.
Nagato Maru, N.Y.K., July 27.

BOSTON

Mcaster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Japanese Prince, Furness, July 13.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 23.
Pres. Monroe, Dollar, July 23.
Springbank, Bank, July 31.
Chinese Prince, Furness, Aug. 1.
Astratus, B.F., Aug. 5.

BREMEN

Lahn, Melchers, July 17.
Derflinger, Melchers, July 27.

BRINDISI

Nippon, Dwell's, July 13.
Timavo, Dwell's, July 23.

CALCUTTA

Genoa, Maru, N.Y.K., July 10.
Kumsang, Jardine's, July 13.
Rangoon Maru, N.Y.K., July 15.
Hosang, Jardine's, July 20.
Tilawa, B.I., July 24.
Sirdhana, B.I., July 20.
Talamba, B.I., Aug. 1.

CEBU

New York, S.S.S., July 19.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.
Texas, S.S.S., Aug. 2.

CHEFOO

Kueichow, B. & S., July 9.
Huichow, B. & S., July 23.

COLOMBO

Mirzapore, P. & O., July 11.
Awa Maru, N.Y.K., July 12.
Saarlund, Jelsen, July 12.
Hakone Maru, N.Y.K., July 13.
Nippon, Dwell's, July 13.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Nagato Maru, N.Y.K., July 27.
Rheinland, Jelsen, July 27.
Pres. Monroe, Dollar, July 23.
Porthos, M.M., July 20.
Khyber, P. & O., Aug. 3.
Glenogly, Jardine's, Aug. 7.
Patrolus, B.F., Aug. 7.

COPENHAGEN

Danmark, Manners, Aug. 1.
Nagara, Gilman's, Aug. 8.

DALNY

Cheonan, B. & S., July 11.
Isar, Melchers, July 13.
Saarlund, Jelsen, July 31.

DUTCH PORTS

City of Cambridge, Bank, July 9.
Sarpedon, B.F., July 10.
Saarlund, Jelsen, July 12.
Hakone Maru, N.Y.K., July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Danmark, Manners, Aug. 1.
Glenogly, Jardine's, Aug. 7.
Patrolus, B.F., Aug. 7.
Nagara, Gilman's, Aug. 8.
City of Athens, Bank, Aug. 9.

FOOCHOW

Haining, Douglas, July 9.
Kueichow, B. & S., July 9.
Cheonan, B. & S., July 11.
Haining, Douglas, July 12.
Haining, Douglas, July 16.

GENOA

Saarlund, Jelsen, July 12.
Pres. Johnson, Dollar, July 14.
Lahn, Melchers, July 17.
Autolycus, B.F., July 20.
Durban Maru, N.Y.K., July 20.
Derflinger, Melchers, July 27.
Rheinland, Jelsen, July 27.
Pres. Monroe, Dollar, July 23.

GLASGOW

Sarpedon, B.F., July 10.
Autolycus, B.F., July 20.
Patrolus, B.F., Aug. 7.

GOTHENBURG

Nagara, Gilman's, Aug. 8.

HAIPHONG AND HOIHOW

Teau, B. & S., July 12.
Kingsyuan, B. & S., July 14.
Chinhua, B. & S., July 15.

HAMBURG

City of Cambridge, Bank, July 9.
Saarlund, Jelsen, July 12.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Rheinland, Jelsen, July 27.
Danmark, Manners, Aug. 1.
Glenogly, Jardine's, Aug. 7.
Nagara, Gilman's, Aug. 8.
City of Athens, Bank, Aug. 9.

HAYEE

Autolycus, B.F., July 20.
Danmark, Manners, July 23.

HONOLULU

Anyo Maru, N.Y.K., July 9.
Shinyo Maru, N.Y.K., July 10.
Pres. Taft, Dollar, July 16.
Siberia Maru, N.Y.K., July 24.
Pres. Jefferson, A.M.L., July 30.

ILOILO

New York, S.S.S., July 19.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.
Texas, S.S.S., Aug. 2.

JAPAN PORTS

Anyo Maru, N.Y.K., July 9.
Himalaya, Dwell's, July 9.
Pres. Jackson, A.M.L., July 9.
Emp. of Asia, C.P.S., July 9.
Mito Maru, N.Y.K., July 10.
Shinyo Maru, N.Y.K., July 10.
Talamba, B.I., July 10.
Kutsang, Jardine's, July 11.
Tathibius, B.F., July 11.
Tjimonok, J.C.J.L., July 11.
Aldington Court, Jar., July 13.
Isar, Melchers, July 13.
Phemius, B.F., July 13.
Chenoseux, M.M., July 16.
Crestes, B.F., July 16.
Patrolus, B.F., July 16.
Pres. Taft, Dollar, July 16.
Atago Maru, N.Y.K., July 18.
Lyons Maru, N.Y.K., July 18.
Viminale, Dodwell's, July 18.
Kaga Maru, N.Y.K., July 19.
Malwa, P. & O., July 19.
Kiddere, P. & O., July 20.
Namsang, Jardine's, July 20.
Leverkusan, Jelsen, July 23.
Pres. McKinley, A.M.L., July 23.
Takliwa, B.I., July 23.
Glenahane, Jardine's, July 24.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 24.
Yuenan, Jardine's, July 23.
Agra, Gilman's, July 23.
Mishima Maru, N.Y.K., July 23.
Athos II, M.M., July 20.
Pres. Jefferson, A.M.L., July 20.
Emp. of France, C.P.S., July 21.
Ixion, B.F., Aug. 1.
Glenahane, Jardine's, Aug. 2.
Ermland, Jelsen, Aug. 2.
Kashmir, P. & O., Aug. 2.
Talamba, B.I., Aug. 3.
Gurna, B.I., Aug. 3.
Ermland, Jelsen, Aug. 6.
Pres. Grant, Dollar, Aug. 6.

JAVA PORTS

Tjimonok, J.C.J.L., July 10.
Tjimonok, J.C.J.L., July 17.
Tjimonok, J.C.J.L., July 27.
Tjimonok, J.C.J.L., July 30.
Tjimonok, J.C.J.L., July 30.

LIVERPOOL

Autolycus, B.F., July 20.
Durban Maru, N.Y.K., July 20.

LONDON

City of Cambridge, Bank, July 9.
Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Danmark, Manners, Aug. 1.
Glenogly, Jardine's, Aug. 7.
Patrolus, B.F., Aug. 7.
Nagara, Gilman's, Aug. 8.
City of Athens, Bank, Aug. 9.

LOS ANGELES

Anyo Maru, N.Y.K., July 9.
Shinyo Maru, N.Y.K., July 10.
Pres. Taft, Dollar, July 16.
Siberia Maru, N.Y.K., July 24.
Pres. Jefferson, A.M.L., July 30.
Golden Tide, States S.S., July 30.

MAMILA

Mcaster Castle, Dwell's, July 10.
Cabarita, Dwell's, July 10.
Saarlund, Jelsen, July 12.
Hakone Maru, N.Y.K., July 13.
Lahn, Melchers, July 17.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Danmark, Manners, Aug. 1.
Glenogly, Jardine's, Aug. 7.
Patrolus, B.F., Aug. 7.
Nagara, Gilman's, Aug. 8.
City of Athens, Bank, Aug. 9.

MARSEILLES

Sarpedon, B.F., July 10.
Hakone Maru, N.Y.K., July 13.
Saarlund, Jelsen, July 12.
Pres. Johnson, Dollar, July 14.
Andre Lebon, M.M., July 16.
Lahn, Melchers, July 17.
Durban Maru, N.Y.K., July 20.
Khiva, P. & O., July 20.
Rheinland, Jelsen, July 27.
Suwa Maru, N.Y.K., July 27.
Pres. Monroe, Dollar, July 23.
Porthos, M.M., July 20.
Khyber, P. & O., Aug. 3.
Patrolus, B.F., Aug. 7.

NAPLES

Pres. Johnson, Dollar, July 14.
Pres. Monroe, Dollar, July 23.

NEWCASTLE

Chonan, B. & S., July 11.

NEW YORK, BOSTON, etc.

Mcaster Castle, Dwell's, July 10.
Pres. Johnson, Dollar, July 14.
City of Mandalay, Bank, July 15.
Japanese Prince, Furness, July 13.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 23.
Pres. Monroe, Dollar, July 23.
Springbank, Bank, July 31.
Chinese Prince, Furness, Aug. 1.
Astratus, B.F., Aug. 5.

NORTH CHINA

Tjimonok, J.C.J.L., July 10.
Isar, Melchers, July 13.
Java, Manners, July 13.
Leverkusan, Jelsen, July 23.
Saarlund, Jelsen, July 31.
Ermland, Jelsen, Aug. 2.
Saarlund, Jelsen, Aug. 24.

ORAN

Lahn, Melchers, July 17.
Derflinger, Melchers, July 27.

OSLO

Danmark, Manners, July 26.
Nagara, Gilman's, Aug. 8.

PANAMA

Anyo Maru, N.Y.K., July 9.
Atago Maru, N.Y.K., July 21.
Kuma Maru, N.Y.K., July 23.
Dehance, S.S.S., July 23.

PENANG

Mirzapore, P. & O., July 9.
Genoa, Maru, N.Y.K., July 10.
Awa Maru, N.Y.K., July 12.
Kumsang, Jardine's, July 13.
Hakone Maru, N.Y.K., July 13.
Pres. Johnson, Dollar, July 14.
Rangoon Maru, N.Y.K., July 15.
Van Heutz, J.C.J.L., July 18.
Alipore, P. & O., July 19.
Hosang, Jardine's, July 20.
Khiva, P. & O., July 20.
Tilawa, B.I., July 24.
Derflinger, Melchers, July 27.
Nagato Maru, N.Y.K., July 27.
Rheinland, Jelsen, July 27.
Pres. Monroe, Dollar, July 23.
Sirdhana, B.I., July 20.
Talamba, B.I., Aug. 1.
Khyber, P. & O., Aug. 3.

PORTLAND

Washington, S.S.S., July 17.
Michigan, S.S.S., Aug. 3.

RABAT

Cabarita, Dwell's, July 10.
Bremerhaven, Melchers, July 17.

RANGOON

Genoa, Maru, N.Y.K., July 10.
Rangoon Maru, N.Y.K., July 15.

SAIGON

Andre Lebon, M.M., July 16.
Porthos, M.M., July 20.

SANDAKAN

Cabarita, Dwell's, July 10.
Mansang, Jardine's, July 11.
Hinsang, Jardine's, July 21.
Arafura, E. & A., Aug. 2.

SAN FRANCISCO

Shinyo Maru, N.Y.K., July 10.
Anyo Maru, N.Y.K., July 9.
Pres. Taft, Dollar, July 16.
Washington, S.S.S., July 17.
Atago Maru, N.Y.K., July 18.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 23.
Golden Tide, States S.S., July 30.
Pres. Jefferson, A.M.L., July 30.

SCANDINAVIAN PORTS

Danmark, Manners, Aug. 1.
Nagara, Gilman's, Aug. 8.

SEATTLE

Pres. Jackson, A.M.L., July 9.
Tathibius, B.F., July 11.
Pres. McKinley, A.M.L., July 23.
Mishima Maru, N.Y.K., July 23.
Ixion, B.F., Aug. 1.
Pres. Grant, Dollar, Aug. 6.

SHANGHAI

Himalaya, Dwell's, July 9.
Pres. Jackson, A.M.L., July 9.
Yunnan, B. & S., July 9.
Emp. of Asia, C.P.S., July 10.
Mito Maru, N.Y.K., July 10.
Shinyo Maru, N.Y.K., July 10.
Sunning, B. & S., July 10.
Cheonan, B. & S., July 11.
Tjimonok, J.C.J.L., July 11.
Tjimonok, J.C.J.L., July 12.
Aldington Court, Jar., July 13.
Isar, Melchers, July 13.
Phemius, B.F., July 13.
Hangsang, Jardine's, July 14.
Szechuen, B. & S., July 14.
Tjimonok, J.C.J.L., July 14.
Tjimonok, J.C.J.L., July 14.
Yingchow, B. & S., July 15.
Chenoseux, M.M., July 16.
Orestes, B.F., July 16.
Philoctetes, B.F., July 16.
Pres. Taft, Dollar, July 16.
Sinking, B. & S., July 17.
Yusang, Jardine's, July 17.

SHANGHAI—(Continued).

Atago Maru, N.Y.K., July 13.
Lyons Maru, N.Y.K., July 13.
Viminale, Dodwell's, July 13.
Kaga Maru, N.Y.K., July 13.
Malwa, P. & O., July 19.
Java, Manners, July 20.
Kiddere, P. & O., July 20.
Leverkusan, Jelsen, July 23.
Pres. McKinley, A.M.L., July 23.
Glenahane, Jardine's, July 24.
Siberia Maru, N.Y.K., July 24.
Anator, B.F., July 26.
Kuma Maru, N.Y.K., July 28.
Tjimonok, J.C.J.L., July 28.
Tjimonok, J.C.J.L., July 28.
Agra, Gilman's, July 29.
Mishima Maru, N.Y.K., July 29.
Athos II, M.M., July 30.
Pres. Jefferson, A.M.L., July 30.
Emp. of France, C.P.S., July 31.
Leverkusan, Jelsen, July 31.
Ixion, B.F., Aug. 1.
Ermland, Jelsen, Aug. 2.
Glenahane, Jardine's, Aug. 2.
Kashmir, P. & O., Aug. 2.
Talamba, B.I., Aug. 3.
Gurna, B.I., Aug. 4.
Pres. Grant, Dollar, Aug. 6.
Ermland, Jelsen, Aug. 6.
Tjimonok, J.C.J.L., Aug. 9.

SINGAPORE

Kamakura Maru, N.Y.K., July 9.
Genoa Maru, N.Y.K., July 10.
Sarpedon, B.F., July 10.
Mirzapore, P. & O., July 11.
Awa Maru, N.Y.K., July 12.
Saarlund, Jelsen, July 12.
Kumsang, Jardine's, July 13.
Hakone Maru, N.Y.K., July 13.
Anking, B. & S., July 14.
Pres. Johnson, Dollar, July 14.
Rangoon Maru, N.Y.K., July 15.
Andre Lebon, M.M., July 16.
Kingsyuan, B. & S., July 16.
Lahn, Melchers, July 17.
Van Heutz, J.C.J.L., July 18.
Alipore, P. & O., July 19.
Khiva, P. & O., July 20.
Durban Maru, N.Y.K., July 20.
Hosang, Jardine's, July 20.
Kingsyuan, B. & S., July 21.
Glenahane, Jardine's, July 24.
Tilawa, B.I., July 24.
Derflinger, Melchers, July 27.
Nagato Maru, N.Y.K., July 27.
Rheinland, Jelsen, July 27.
Pres. Monroe, Dollar, July 23.
Sirdhana, B.I., July 20.
Porthos, M.M., July 20.
Talamba, B.I., Aug. 1.
Khyber, P. & O., Aug. 3.
Glenogly, Jardine's, Aug. 7.
Patrolus, B.F., Aug. 7.

SOUTH AFRICAN PORTS

Kamakura Maru, N.Y.K., July 9.
South American Ports.

SOUTH AMERICAN PORTS

Kamakura Maru, N.Y.K., July 9.

SWATOW

Haining, Douglas, July 9.
Kueichow, B. & S., July 9.
Hopsang, Jardine's, July 10.
Sunning, B. & S., July 10.
Haining, Douglas, July 12.
Helling, Thoresen's, July 14.
Hansang, Jardine's, July 14.
Kingsyuan, B. & S., July 14.
Kwangchow, B. & S., July 14.
Szechuen, B. & S., July 14.
Haining, Douglas, July 16.
Sinkiang, B. & S., July 17.
Yusang, Jardine's, July 17.
Chenoseux, Jardine's, July 21.
Kagan, B. & S., July 21.
Kingsyuan, B. & S., July 21.
Hirundo, Thoresen's, July 23.

TIENTSIN

Kueichow, B. & S., July 9.
Cheongshing, Jardine's, July 11.
Isar, Melchers, July 13.
Java, Manners, July 13.
Huichow, B. & S., July 23.
Saarlund, Jelsen, July 31.
Ermland, Jelsen, Aug. 2.

TRIESTE AND VENICE

Nippon, Dwell's, July 13.
Timavo, Dwell's, July 23.

TSINGTAO

Hopsang, Jardine's, July 10.
Sunning, B. & S., July 10.
Isar, Melchers, July 13.
Hangsang, Jardine's, July 14.
Szechuen, B. & S., July 14.
Java, Manners, July 16.
Sinkiang, B. & S., July 17.
Yusang, Jardine's, July 17.
Chenoseux, Jardine's, July 21.
Kagan, B. & S., July 21.
Kingsyuan, B. & S., July 21.
Hirundo, Thoresen's, July 23.

VANCOUVER, B.C.

Emp. of Asia, C.P.S., July 10.
Tathibius, B.F., July 11.
Emp. of France, C.P.S., July 31.
Ixion, B.F., Aug. 1.

VICTORIA, B.C.

Pres. Jackson, A.M.L., July 9.
Emp. of Asia, C.P.S., July 10.
Tathibius, B.F., July 11.
Pres. McKinley, A.M.L., July 23.
Mishima Maru, N.Y.K., July 23.
Emp. of France, C.P.S., July 31.
Ixion, B.F., Aug. 1.
Pres. Grant, Dollar, Aug. 6.

VLADIVOSTOK

Aldington Court, Jar., July 13.
Philoctetes, B.F., July 16.
Glenahane, Jardine's, July 24.
Agra, Gilman's, July 29.
Glenahane, Jardine's, Aug. 2.

WEIHAIWEI

Kueichow, B. & S., July 9.
Sinking, B. & S., July 17.
Huichow, B. & S., July 23.
Patrolus, B.F., Aug. 7.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Shanghai Aug. 20.

Adrasus left for Shanghai July 23.

Agapenor due from Singapore July 23.

Agra due from Europe July 23.

Aki Maru due from Japan July 23.

Alipore due from Shanghai July 13.

Alster due from Europe Aug. 10.

Andre Lebon due from Japan July 18.

Antenor due from Europe July 23.

Anyo Maru due from Japan July 9.

Arafura due from Manila July 17.



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" " " KOBE " "	H.K. \$190
" " " YOKOHAMA " "	H.K. \$210
" " " YOKOHAMA " "	H.K. \$235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SEINYO MARU ... Wednesday, 10th July

SIBERIA MARU ... Wednesday, 24th July

SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU ... Monday, 29th July

IYO MARU ... Monday, 13th August

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAIONE MARU ... Saturday, 13th July

SUWA MARU ... Saturday, 27th July

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 24th July

KAGA MARU ... Wednesday, 21st August

BOMBAY via Singapore, Penang & Colombo

AWA MARU ... Friday, 12th July

NAGATO MARU ... Saturday, 27th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Tuesday, 9th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Tuesday, 9th July

NEW YORK, BOSTON, HAVANA via PANAMA.

ATAGO MARU ... Sunday, 21st July

LIVERPOOL via Port Said, Constantinople, Genoa &

Marseilles.

DURBAN MARU ... Saturday, 20th July

CALCUTTA via Singapore, Penang & Rangoon.

GENOA MARU ... Wednesday, 10th July

RANGOON MARU ... Monday, 15th July

SHANGHAI, KOBE & YOKOHAMA.

MITO MARU ... Wednesday, 10th July

LYONS MARU ... Thursday, 18th July

KAGA MARU (Nagasaki direct) ... Friday, 19th July

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"ROYAL PRINCE" ... 27th ... 15th Sept.

"CINGALESE PRINCE" ... 10th Aug. ... 26th "

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King's Building.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 11,300 TONS;
THROUGH CARGO
15,700 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 6 a.m. yesterday carried by vessels arriving in Hong Kong were follows:

British	Cargo for H.K.	Through Ports.
Yatshing	331	1,214
Shanghai	179	185
Emp. of Asia	200	474
Kingman	2,000	—
Talamba	440	2,640
Kueichow	—	10
Canton	—	—
Araura	960	1,474
Melbourne	4,310	5,907
American	—	—
Pres. Jackson	94	1,300
Golden Sun	3,910	1,410
Los Angeles	785	7,065
Eclipse	4,789	9,773
French	—	—
Song Bo	300	—
Hai Phong	—	—
Norwegian	—	—
Huibo	1,750	—
Bangkok	—	—
Chinese	—	—
Cheung On	12	—
Shanghai	—	—
Total	11,361	15,772

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:

British	Arr.	Dep.
Yatshing	7	7
Chinese	1	1
French	1	1
Japanese	0	4
Dutch	0	2
Norwegian	1	2
American	3	1
Total	13	15

PASSENGERS.

Arrivals.

The following passengers arrived on Sunday by the s.s. Araura from Australian ports: Mrs. E. J. Hall, Miss H. A. Baldwin, Mr. F. H. Watson, Miss M. C. Bonner, Mr. and Mrs. Heathcote, Mr. P. M. Stanley, Mr. A. G. Vial, Mr. Mar Yun Chai, Mr. Meng Suar, Mrs. Kah Sian.

The following arrived by the s.s. President Jackson from Manila: Mr. G. Bailey, Mr. Valentine Caro, Mr. S. S. Chellaram, Mr. Que Chio, Mr. M. Clark, Lieut. F. J. Dan, Mrs. F. J. Dan, Mr. H. T. Dobbs, Mr. Honorio Dumalat, Mr. Jose Dumalat, Master Jorge Dumalat, Mrs. Mercedes Dumalat, Master Emilio Dumalat, Miss N. Dumalat, Mr. M. C. McGuire, Master Fred H. Rogers, Master Edwin H. Rogers, Master Robert L. Rogers, Mr. C. T. Siu.

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

Two Chinese hawkers were summoned for hawking during prohibited hours at Shaukiwan. The first defendant failed to turn up and his bail of \$5 was exstated. The second defendant who had a previous conviction against him was fined \$7 or seven days by the Hon. Comdr. G. F. Hale, R.N.

The master of a trading junk was fined \$6 for anchoring in the Southern Fairway, thereby causing an obstruction. A mistress of a Class IV. boat was fined \$3 for failing to keep her license on board.

Asiatic Deck Passengers.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:

Yatshing (Br.) Shanghai	3
Emp. of Asia (Br.) Vancouver and Manila	231
Kingman (Br.) Singapore and Bangkok	30
Talamba (Br.) Calcutta and Singapore	779
Kueichow (Br.) Canton	9
Araura (Br.) Melbourne and Manila	50
Song Bo (French) Hai Phong	3
Huibo (Nor.) Bangkok	7
Cheung On (Chinese) Shanghai	70
Total	1,262

Departures.

The following passengers left yesterday by the s.s. Hakozaki Maru for Japan and Shanghai on July 7: Mr. R. Imai, Mr. T. Iwasaki, Mr. and Mrs. H. I. Henparman, Master F. Henparman, Miss S. Arai, Miss L. Peltier, Viscount Y. Toda, Mr. F. S. Byrnes, Mr. J. Koide, Marchingness Y. Tokugawa, Dr. H. Hattori, Mr. Yu Shue Lau, Mr. Lu Pong Lau, Mr. and Mrs. D. Kato, Mr. R. Fujita, Mr. T. Suzuki, Lieut. S. Ryo, Mr. E. Hiller, Mr. and Mrs. S. Matsuno, Mr. T. Suzuki, Mr. T. Jones, Miss M. E. Jones, Mr. E. G. Webster, Mr. and Mrs. R. Oikubo, Mr. and Mrs. T. Wilson, Mr. and Mrs. T. Tamazaki, Mr. I. Miura, Mr. Y. Tataru, Mr. K. Toyotome, Mr. T. Matsumoto, Mr. M. Torii, Mr. Y. Ebata, Mr. C. S. Hung, Mr. L. L. Liu, Mr. and Mrs. M. Yokoyama, Miss T. Morimoto, Mr. M. Bunden, Mr. S. Gomi, Mr. G. Tokugawa, Mr. M. Itoh, Mr. H. Ishida, Mr. and Mrs. Y. Katoh, Mr. and Mrs. H. Kajita, Mr. T. Osaki, Mr. S. C. Soo, Mr. C. S. Yun, Mr. Theodore Rhea, Mr. W. C. Quandt, Mr. and Mrs. S. P. Young.

The following passengers left on Saturday by the Kashgar for London via ports: Mr. A. Allison, Lieut. Comdr. F. H. Austin, R.N., Mr. M. C. Braeh, Mr. H. S. Brown, Mr. L. Bharoual, S.P.O. T. J. Burton, Mr. A. Buchanan, Mr. Chan Kah Yim, Mr. Cheng Chih Yen, Mr. J. J. Clifford, Mr. T. Conroy, Miss L. S. Chin, Mrs. M. Dietler, Mr. R. W. Davies, Mr. F. Driskell, Miss C. Eipe, Miss M. Fraser, Mr. and Mrs. W. Green, Miss B. F. Green, Master P. G. Green, Master D. H. N. Green, Mrs. E. M. Godfrey, Rev. W. Godson, Mr. W. Gordon, Mr. and Mrs. V. A. Ginter, (Continued on next column).

ARRIVALS.

July 7.

Araura, British str., 3,387 tons. Capt. A. S. Gordon, from Melbourne, Kowloon Wharf.—M.M. & Co.

Huibo, Norwegian str., 1,037 tons. Capt. H. Haagenen, from Bangkok, buoy No. C41.—Kwong Sang Lung.

Kingman, British str., 1,346 tons. Capt. J. D. Traser, from Bangkok, buoy No. A24.—B. & S.

Song Bo, French str., 780 tons. Capt. H. Dominici, from Hai Phong, buoy No. C42.—M.M. & Co.

Tai Poo Sek, French str., 1,219 tons. Capt. Maternati, from Kwong Chow Wan, C.M.S.N. Wharf.—Shun Cheong.

July 8.

Eclipse, American str., 4,836 tons. Capt. N. Lamorne, from Cebu, Capt. No. 46.—L. Everett & Co.

Himalaya, Italian str., 6,661 tons. Capt. M. Marerlin, from Singapore, Kowloon Wharf.—Dodwell & Co.

Kueichow, British str., 1,220 tons. Capt. R. Allison, from Canton, buoy No. C37.—B. & S.

Marly, Norwegian str., 637 tons. Capt. A. Howland, from Hong Kong, Kowloon Bay.—K. Larsen & Co.

Pres. Jackson, American str., 8,377 tons. Capt. John Griffith, from Manila, Kowloon Wharf.—American Mail Line.

Sunning, British 1,270 tons. Capt. R. Robertson, from Canton, buoy No. B12.—B. & S.

Talamba, British str., 3,844 tons. Capt. H. F. Minett, R.N.R., from Calcutta via ports. Kowloon Wharf.—M.M. & Co.

Taiwan, Norwegian str., 3,350 tons. Capt. J. D. Wexholt, from Colombo, buoy No. B34.—Thoresen & Co.

CLEARANCES.

July 8.

Anhui, for Singapore.

Anyo Maru, for Moji.

Araura, for Moji.

Atagoan Maru, for Hong Kong, Borneo, for Hothow.

Canton, for Manila.

Eclipse, for Panama.

Himalaya, for Shanghai.

Kueichow, for Swatow.

Lokau, for Swatow.

Manchon, for Manila.

President Jackson, for Shanghai.

Sunkia, for Singapore.

Tijpanas, for Amoy.

Tonjer, for Chiuwangtao.

Yatshing, for Canton.

Miss Ginter, Mr. and Mrs. A. T. Hancock and infant, Mr. E. G. Hall, Mr. T. Handley, Mr. Hoo Soo, Mr. W. T. Hughes, Mr. E. H. Humphreys, Mr. and Mrs. D. H. Henty, Marine H. W. Huxford, Lieut. C. John, R.N., A.B. W. J. Jussit, Mr. F. Keller, Mr. Khoo Keng Tay, Mr. and Mrs. Lee, Mr. W. C. Loynes, Miss A. M. Leydin, Mr. Ma Joe, Mr. T. D. MacNair, Rev. A. T. A. Naylor, Mr. and Mrs. Nicholas, Mr. O. H. Ohee, Miss V. Petchura, Mr. T. B. Rolland, Mr. J. H. Searle, Mr. E. S. Stribley, Mr. and Mrs. A. H. Sully, Miss R. Sully, Capt. C. P. Sparrow, R.N., Mr. Tso Sum Nong, Miss C. A. Tait, Miss G. C. Tait, Mr. L. K. Tong, Mr. Wong Soo, Mr. J. Woodside, Mr. G. W. Wyatt, and Mr. H. Williams.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PANINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MIRZAPORE"	6,715	11th July, Noon	Straits, Colombo and Bombay
"ALFPORE"	5,273	15th July	Straits, Colombo & Bombay
"KEIYA"	9,135	20th July, Noon	Marseilles and London
"KHYBER"	9,114	3rd Aug., Noon	Marseilles, London and Hull
"KIDDERPORE"	5,334	15th Aug.	Straits, Colombo & Bombay
"MALWA"	10,980	17th Aug.	Bombay, Marseilles and London
"KASHMIR"	5,285	31st Aug.	Marseilles, London and Hull
"MORLA"	10,943	14th Sept.	Bombay, Marseilles and London
"MANTUA"	10,946	28th Sept.	Bombay, Marseilles and London
"MIRZAPORE"	6,715	2nd Oct.	Straits, Colombo & Bombay
"ALFPORE"	5,273	14th Oct.	Straits, Colombo & Bombay
"KARMALA"	9,125	12th Oct.	Marseilles and London
"KIDDERPORE"	5,334	23rd Oct.	Straits, Colombo & Bombay
"FALYAN"	9,144	25th Oct.	Marseilles and London
"NAGPORE"	5,233	2nd Nov.	Mars., London and Hull
"MACEDONIA"	11,120	9th Nov.	Bombay, Marseilles and London
"KASHGAR"	9,006	23rd Nov.	Marseilles and London
"RAWALPINDI"	16,819	7th Dec.	do.
"MALWA"	10,980	21st Dec.	do.

* Cargo only. † Calls Casablanca. ‡ Calls Karachi.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,008	24th July	Singapore, Penang & Calcutta
"SARADANA"	7,748	30th July	do.
"TALAMBA"	8,018	1st Aug.	do.
"TAKLIWA"	7,936	15th Aug.	do.
"GURNA"	5,243	27th Aug.	do.
"TALMA"	10,101	28th Aug.	do.
"TAKADA"	8,949	5th Sept.	do.

+ Cargo only.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	2nd Aug.	Manila, Sandakan, Thursday
"ST. ALBANS"	6,986	30th Aug.	Island, Townsville, Brisbane, Sydney and Melbourne
"ARAFURA"	6,000	1st Nov.	do.
"TANDA"	6,856	29th Nov.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co. Ltd. steamers will also call at Shanghai, Hioh, Cebu, Kolambagan, Tawau, Timor, Durban, or other ports en route as indicated on the following.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,018	10th July, 6 a.m.	Amoy, Moji, Kobe & Osaka.
"MALWA"	10,980	18th July	S'hai, Moji, Kobe & Yokohama.
"KIDDERPORE"	5,334	20th July	Shanghai, Moji & Kobe.
"TAKLIWA"	7,936	23rd July	Amoy, Moji, Kobe & Osaka.
"KASHMIR"	5,285	2nd Aug.	S'hai, Moji, Kobe & Yokohama.
"TALMA"	10,000	3rd Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
"GURNA"	5,243	4th Aug.	Amoy, Moji, Kobe & Osaka.
"SHEAR"	—	4th Aug.	S'hai, Moji, Kobe & Yokohama.
"MOUNT"	—	4th Aug.	Moji, Kobe, Osaka & Yokohama.
"TANDA"	6,969	8th Aug.	Moji, Kobe, Osaka & Yokohama.
"NORWHERA"	7,920	8th Aug.	Moji & Kobe.
"MORLA"	10,953	16th Aug.	S'hai, Moji, Kobe & Yokohama.
"TAKADA"	8,949	16th Aug.	Amoy, Moji, Kobe & Osaka.
"KARMALA"	9,128	30th Aug.	S'hai, Moji, Kobe & Yokohama.
"NAGPORE"	5,233	1st Sept.	do.
"MIRZAPORE"	6,715	2nd Sept.	Shanghai, Moji & Kobe.
"ST. ALBANS"	6,986	10th Sept.	Moji, Kobe, Osaka & Yokohama.
"ALFPORE"	5,273	11th Sept.	Shanghai, Moji & Kobe.
"MANTUA"	10,946	13th Sept.	Shanghai.
"KIDDERPORE"	5,334	23rd Sept.	S'hai, Moji, Kobe & Kobe.
"FALYAN"	9,144	27th Sept.	S'hai, Moji, Kobe & Y'hamo.
"NELLOBE"	6,853	29th Sept.	do.
"ABAFLORE"	6,700	8th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	12th Oct.	S'hai, Moji, Kobe & Yokohama.
"LAHORE"	5,304	24th Oct.	do.
"KASHGAR"	9,005	28th Oct.	do.
"TANDA"	6,956	5th Nov.	Moji, Kobe, Osaka & Yokohama.
"BAWALPINDI"	10,919	9th Nov.	S'hai, Kobe & Yokohama.
"KATBEH"	9,114	23rd Nov.	S'hai, Moji, Kobe & Yokohama.
"RAJPUTANA"	16,568	7th Dec.	do.
"KASHMIR"	8,986	21st Dec.	do.

